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CENTRAL 269

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The Hongkong Telegraph.

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FOUNDED 1883 六拜禮 號五廿月八英港香 SATURDAY, AUGUST 25, 1928. 日一十月七

GERMANY'S RUHR ASPIRATIONS.

FRANCE NOT LIKELY TO SYMPATHISE.

BERLIN CHANGES LEAGUE DELEGATION HEAD.

KELLOGG PACT NEWS.

Paris, Aug. 24.

Dr. Stresemann, the German Foreign Minister, who has announced his intention of opening discussions in Paris on the question of the evacuation of the Rhineland, is not expected to make much headway in the conversation he has arranged to have with M. Poincaré and M. Briand on Sunday and Monday respectively.

This opinion is expressed as the French Cabinet last night, has decided that any proposals from Germany must be doubly sifted, in the first place by the whole of the French Cabinet and in the second place by all the Allied occupying Powers.

The French standpoint on the Rhineland question, generally speaking is: "No evacuation without compensation in regard to war debts and security."—*Reuter.*

German League Representatives.

Berlin, Aug. 23.

The German Cabinet after a long meeting on foreign relations today decided that owing to the indisposition of Dr. Stresemann, Herr Mueller, the Imperial Chancellor, will head the German delegation to the League of Nations Assembly at Geneva next month, and that Dr. Von Schubert, the Under-Secretary for Foreign Affairs, will represent Germany on the Council.

Dr. Stresemann is leaving for Paris today for the signature of the Kellogg Pact, and he will have conversation with M. Poincaré and M. Briand on the question of the evacuation of the Rhineland.

Invitation to World.

Reuter's correspondent at Washington telegraphs that the U.S. State Department has announced that within forty-eight hours of the signing of the Kellogg Pact by the fifteen nations who will be at Paris on Monday, all other nations in the world, some forty-seven in number, will be invited to adhere to the Pact.

American diplomats in the various capitals will present copies of the text of the Pact to the various Governments and will ask their adherence.

An invitation will be extended to Russia, but this will be left in the hands of France.—*Reuter.*

Copenhagen, Aug. 24.

It is authoritatively learned that Denmark is ready to sign the Kellogg Pact.—*Reuter.*

M. Briand and Mr. Kellogg.

Paris, Aug. 24.

M. Briand, the French Foreign Minister, this afternoon had an interview with Mr. Frank B. Kellogg and the American Ambassador, the conversation lasting about half an hour.

Subsequently, M. Briand received Baron Uchida.—*Reuter.*

Sir Austen's Message.

London, Aug. 24.

The following telegram has been sent by Sir Austen Chamberlain to Mr. Mackenzie King, the Canadian Premier, in reply to the latter's message despatched from the liner Ile de France, expressing regret at Sir Austen's inability to be present at the signature of the multilateral treaty for the renunciation of war, and assuring him of a hearty welcome when he visits Canada:

"Deeply touched by terms of your kind message. It is profound regret to me that my illness has left me so weak that I cannot join with you and other representatives of Empire in signature of Pact at Paris. Lady Chamberlain and I thank you warmly for your assurance of hearty welcome to Canada where it will be great pleasure to me to renew our friendship, but I beg that even then public functions may be avoided, and our meeting be purely informal."

President Congreve left Dublin today for Paris to sign the Peace Pact on behalf of the Irish Free State.—*British Wireless.*

INDIA OPENS WAR ON COMMUNISTS.

STERN MEASURE TO COMBAT "RED" ACTIVITIES.

KICKING OUT AGENTS.

Simla, Aug. 25.

The Government of India is to-morrow publishing the text of a Public Safety (Removal from India) Bill, dealing with Bolshevik agents other than Indian subjects, or subjects of the Indian States.

The Bill, which is expected to evoke a lively debate in the Legislative Assembly in September when it comes up for consideration, lays down that Bolshevik agents will be asked to execute a bond giving security for their good behaviour until their removal from India, failing which they will be taken into custody.

The breaking of the bond will render an agent liable to arrest without a warrant, and he will be charged with the offence which will render him liable to imprisonment not exceeding one year and also to a fine.

The prosecuting authority can, however, only be the Governor-General-in-Council.

No removal order made can be questioned in any court, while officers acting on the new law will be protected against legal proceedings for actions performed in good faith.

The Government of India, in the objects and reasons, declares that evidence has recently been accumulated of the subversive activities and intentions of the Communist Internationale directed against India.

Attention is drawn to the letter written by the Indian Communist, Roy, to the Central Committee of the Communist Party in India and to Indian workers and peasants.—*Reuter.*

NEW YORK TRAIN DISASTER.

TWENTY PEOPLE KILLED AND MANY INJURED.

TUBE DERAILMENT.

New York, Aug. 24.

Twenty people were killed and many injured as the result of the derailment of a tube train at the Times Square Station, the centre of the business and theatrical world.

The police surrounded the Station to prevent newspaper reporters from entering.—*Reuter's American Service.*

Later, the train was packed with rush-hour passengers.

The current was cut off, thus bringing to a standstill the whole West side underground system. This resulted in tremendous overcrowding at all stations.

The Police Reserves were called out, whilst every ambulance in the city was summoned for emergency duty.—*Reuter's American Service.*

THE L55 VICTIMS.

PLANS FOR REMOVAL OF REMAINS.

London, Aug. 24.

The Admiralty states that negotiations are proceeding with the Soviet Government for a British merchantman to proceed to Kronstadt for the purpose of embarking the remains of the officers and men of the submarine L55.

The remains will be transferred to a British ship before they arrive in England.—*Reuter.*

TREASURY BILLS.

BANK OF ENGLAND INVITES TENDERS.

London, Aug. 24.

The Gazette that tenders for Treasury bills totalling £40,000,000 will be received by the Bank of England up to August 31st. The minimum tenders acceptable be £50,000.—*Reuter.*

CIVIL WAR CLOUDS OVER CHINA.

NEW MOVES BY CHANG CHUNG-CHANG.

JAPANESE SHIP CHARTERED FOR TROOP TRANSPORT.

COMMUNISTS AT WORK.

Important developments are expected as the result of a new move by Marshal Chang Chung-chang to recover some of his lost power, and it is feared in well-informed circles that a renewal of hostilities may be expected in the near future.

A significant report comes through by Naval Wireless this morning, stating that Marshal Chang Chung-chang has chartered the Japanese steamer "Maclure Maru" which he is using as a transport for troops.

The steamer was seen in Harbin, and as the result of which seven men are dead and a number in hospital.

The victims were all stowaways on the freighter "Steel Inventor" which came into Baltimore yesterday from South American ports.

Fumigation of the ship was necessary because yellow fever is raging in a number of the ports at which the "Steel Inventor" had called en route.

The stowaways had concealed themselves successfully throughout the voyage and when the crew was warned off for the fumigation, no-one had any knowledge of the presence on board of any living person.

An inspection after the operation revealed seven stowaways dead from asphyxiation, and a number of others lying unconscious in cramped positions in the hold where apparently they had tried to escape the deadly acid fumes.

The remainder of the victims have been taken to hospital in a serious condition.—*Reuter.*

FAMOUS ENGLISH RUNNER.

D. G. A. LOWE GIVING UP HIS TRACK CAREER.

ACTIVE BARRISTER.

London, Aug. 24.

Mr. D.G.A. Lowe, the famous English runner, has announced his retirement from the track.

Although only 26 years old, Lowe has been running in active competition against the cream of athletes for seven or eight years.

At the recent Olympic Games at Amsterdam, he not only retained his Olympic title, but revealed even better form than at the previous Paris meeting. He won the 800 metres in 1 min. 51.4/5 secs., which is an Olympic record.

This he followed up by winning the 800 metres at Berlin last Sunday, beating Dr. Otto Peltzer, the famous German runner, in 1 min. 51.1/2 secs. This was a revenge for the defeat by Peltzer in the famous race at Stamford Bridge, when both beat the existing world's record for the distance. The triumph marks the end of Lowe's great career on the track.

He is now going to pursue active life as a barrister.—*British Wireless.*

FROM SYDNEY TO NEW ZEALAND.

GERMAN CONCERN MAKES AVIATION PROPOSAL.

Sydney, Aug. 24.

The civil aviation authorities have received a proposal for a regular air service between Sydney and New Zealand—a distance of some 1,200 miles—from the representative of the Dornier Flying Boat Company, which is a German concern.

It is proposed that the machines, accommodating 15 passengers, be built at the Dornier works and that they be equipped with British engines and manned by British crews and mechanics.

It is also suggested that the venture be financed by capital amounting to £250,000 from British, Australian and New Zealand sources, supported by some capital from the Dornier company.—*Reuter.*

THE R. A. F. FLIGHT.

Brisbane, Aug. 24.

The four Air Force flying-boats have arrived at Cooktown, en route to Singapore.—*Reuter.*

GHASTLY SHIPPING TRAGEDY.

SEVEN STOWAWAYS GASED IN FUMIGATION.

OTHERS IN HOSPITAL.

Baltimore, Aug. 24.

A sensation has been created in shipping circles by the discovery of a ghastly tragedy which occurred on board a quarantined vessel in Harbin, and as the result of which seven men are dead and a number in hospital.

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LANCASHIRE WIN AT BRIGHTON.

REVENGE FOR SUSSEX SUCCESS IN '27.

FIERCE HITTING BY HON. L. H. TENNYSON.

Brighton, Aug. 24.

A brilliant batting display reminiscent of the days of Gilbert Jessop was seen on the Southampton ground on Wednesday, the Hon. Lionel Tennyson, captain of Hampshire making 217 in fierce hitting unfortunately so seldom witnessed these days.

Another double century by Watson, of Lancashire, who gained a smart victory by eight wickets against Sussex, was the only other outstanding feature of the county cricket programme, which was seriously affected by rain all over the country.

Somerset, Lancashire, and Kent (reported yesterday) were the only sides to win outright.

The most interesting match, that at the Oval between Surrey and Yorkshire was left drawn, though Surrey were well placed.

RESULTS AT A GLANCE.

Lancashire defeated Sussex by eight wickets.

Warwick won on the first innings, v. Northants.

Notts beat Essex on the first innings.

Surrey v. Yorkshire. Match drawn.

Leicester v. Glamorgan. Match drawn.

Somerset defeated Worcester by an innings and 76.

Hampshire v. West Indies. Match drawn.

HIG SCORES.

The principal individual performances were as follows:

Watson (Lancashire) 238

L. H. Tennyson (Hants) 217

F. R. Martin (W. Indies) 165

Young (Somerset) 153

Oldroyd (Yorks) 124

Tyldesley (Lanc.) 118

Newman (Hants) 118

Wensley (Sussex) 107

Hobbs (Surrey) 105

YORKSHIRE FORTUNATE.

Surrey Building Strong Position.

Surrey were building for themselves a strong position at the Oval when rain interfered and upset all calculations, Yorkshire sharing the points.

When play ended Surrey were only 52 behind Yorkshire's total and had six wickets in hand.

The scores were:

Yorkshire: 325.

Surrey: 273 for 4 wickets.

Yorkshire elected to bat first, and at one time it appeared possible that they would go down for considerably less than their ultimate total. A stubbornly played innings by Oldroyd, who made 124 by careful cricket, proved invaluable.

Surrey in reply started extremely well, Hobbs getting down at once and scoring at a comfortable rate. He made his first ever after compiling 105, but he was not given a second chance. Surrey were within 52 of the Yorks total with only four wickets down when rain put further play out of the question.

POOR WORCESTER.

Worcester were badly beaten by Somerset on their visit to Taunton, Somerset compiling their highest total of the season and winning by an innings and 76 runs. The scores were:

Somerset: 497.

Worcester: 214 and 207.

Batting first, Somerset took heavy toll of the poor Worcester bowlers. Young, who has experienced a long run of bad luck, came to the fore with a capital century, his first of the season. He hit 163 in great style, though he took a long time over his first 50.

Worcester batted comparatively well in reply, but were forced to follow-on. They were dismissed a second time for approximately the same total, the task being much too great.

(Continued on Page 10.)

Bulls and Inners

From the Office Butts.

Judging from their proficiency, To-night's broadcast—"Hymn some of our local lads must have of 'Heat'" by the Star Ferry been given dice boxes instead of Stokers.

Chiung Kai-shok is again suffering from tooth-ache. Must be "a complete fiasco in Germany" the effects of too much nerve.

We notice that Dog Racing is probably due to the difficulty in handicapping Daschunds owing to their length.

It is stated that goldfish are "most satisfactory pets, for small houses and flats." We understand that the prejudice against large query. The Bul-bul is, of course, houses in because these fish prefer the husband of the Coo-coo.

To be born in a roo. Those good folk who are fond of the country will now find a rustic average married man has not the freedom of a schoolboy. On the other hand, he gets all his lectures free.

Hongkong public-car owners say running expenses absorb \$5 a day. This doesn't, of course, include wear and tear of horn.

Scotsmen are not catholic readers of poetry. They mostly specialise in frog verse.

A Kowloon Tong lady-driver took a turn for the worst last Monday.

Among the best people in Hongkong the wireless listener is now known as a "dialer."

H.M.S. Castor has arrived in Hongkong. Yes, oil-driven!

MacWhirter he says "When a doctor says that wireless may be experienced in re-bo to use to combat germs. The moving a cork from a spirit bottle, idea is to get the little beggars to dip a cloth in boiling water and yawn their heads off.

The cork is then easily drawn." A stray bat from the belfry: "The cork is whisked for experimental purposes may be forwarded to the shade of a shoe tree?"

Editor (carriage paid).

Miss Maud Royden:—"I don't object to kissing, although much of soda, dearest."

"Marriage is a lottery," they courts. We hasten to add that say. With children as the booty no reflection is cast upon our prizes, no doubt.

Suggestion for the Hongkong Tatoo arrangements at Sookun-Tattoo:—The Hongkong Slow poo include the installation of an air compressor. This will relieve the pipers of any undue anxiety.

"Reader:—"Ego is that splash of colour served with Hongkong bacon on a Sunday morning."

Lord Dewar's whisky test:—You drop a large sledge-hammer into the whisky. If the hammer sinks agreement with the Royal Hongkong Yacht Club, after all.

"Gus:—"If the baby does not thrive on its food, it should be boiled."

To-day's howler:—A tot is a crop of cauliflower ears in Hongkong small drink, and a Hottentot is kong this winter.

We know of a Mid-Levels resident who is so lazy that he puts on an operative record to sing for him while in his bath.

To-day's simile:—"As particular as the lady who put bath salts in her finger-bowl."

What about a cool Sundaes?

A heading we may yet expect to see:—"Government Serynt Becomes Sleeping Partner: Ideal Man for the Post."

"World News in Pictures." Since when has America become the world?

Latest news from London:—Hyde Park has definitely been closed to the public and will not be opened again for love nor money.

From an advertisement in the Post:—"Special Physical Culture class for stout and stiff ladies. Now we know the origin of the term 'Big Buff'."

We know a Kowloon lady who had a convulsion over an evening gown that wasn't a good fit.

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LAYTON & JOHNSTONE
The People's Favourites



Columbia
New Process RECORDS

- 4898 Together Without You
- 4899 Here am I Brokenhearted When Day Is Done
- 4904 Under The Moon There are Eyes
- 4756 If You See Sally Are You Lonesome To-night?
- 9318 Plantation Medley Two Parts.

The Anderson Music Co.



—Is it the new Coat?
No the old one.
—Is it dry Cleaned?
By whom?
Where?

You are like the people coming from Jerusalem.

Have your never heard that the

The International Cleaners are here?

19, Wyndham Street, Hongkong. 145, Wong Nei Chong Road, Happy Valley. 36, Nathan Road, Kowloon.

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THE UNEXCELLED COOKING FAT

Obtainable at ALL GROCERS & STOREKEEPERS.

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18, Connaught Road, Telephone C. 3120.

BENTALL LLOYD'S CIDER.

A most refreshing beverage in the hot weather.

Sole Agents:— **CALDBECK, MACGREGOR & CO., LTD.**
(Incorporated under the Hongkong Companies' Ordinances 1911-1915.)
Princo's Building (Ground floor.) Telephone C. 75.

CHANG' FUNERAL.

THREE DAYS OF IMPOSING CEREMONIAL.

Mukden, Aug. 8.
After the prescribed period of seven weeks of mourning, the solemn funeral of Chang Tso-lin was held from August 4 to 7 at his Office within the walled city of Mukden.

The invitation cards for the ceremony had been issued, not as usual according to old Chinese custom by the eldest son only, but by all his descendants, both of the first and second generations, comprising eight sons, six daughters, two sons-in-law, three grandsons, and two granddaughters. With the invitation was also enclosed his last will, which has already been published in the press.

To attend the ceremony large numbers of Chinese notables had assembled not only from the Three Eastern Provinces, but from China Proper as well as in addition to many Japanese high officials.

The place had been suitably decorated for the occasion. In front of the building a large entrance hall of matting had been erected, where six enormous effigies of the gate gods stood opposite the entrance to the main hall. This antechamber was decorated with rows of innumerable wreaths of artificial flowers, while suspended from above hung hundreds of white banners with inscriptions in black. Over the entrance to the main hall an impressive, gate-tower had been erected under which all the visitors passed in and out. Here ushers received the visitors and conducted them to the altar in front of the coffin, gorgeously decorated with brocade and flowers, in the midst of which was seen a coloured portrait of the illustrious dead. Floral tributes from Chinese and Japanese high officials covered the altar, among them those from the Nationalist Commander-in-Chief, Chiang Kai-shek, and the Japanese Premier, Baron Tanaka. Buddhist and Lama priests were in constant attendance, reciting dirges and incantations, alternated with music performed by military bands.

Foreign Respects.

The second day, August 5, had been set apart for foreign visitors, and on that day practically all the male members of the foreign community went on a pilgrimage to witness the ceremonies. At 9 a.m. General Yang Yu-ling arrived, accompanied by the chief officers of the army, and read a memorial address, whereafter they all made their obeisance. Then a group of prominent Japanese official representatives paid their homage. Among them were Baron Hayashi, Major-General Soto, Consul-General Hayashi, Lieutenant-General Muraoka, Police-Director Fujioke (as proxy of Governor Kinoshita of Kwangtung Leased Territory), Administration Director Ikuta (proxy of Governor-General Yamashita of Chosen), Vice-President Matsuo of the S.M.R. Co., Chief of the Police Inui (proxy of Count Kodama), and Mr. Saito, the Director of the S.M.R. Co.

Later the Consular Body, including the representatives of France, Germany, Great Britain, Italy and the United States, also did homage to the deceased.

In the drawing room by the side of the altar the sons of the late Dictator attended in turn for the reception of prominent visitors, and in two other side-rooms two large tables were spread with foreign dishes and beverages of which all the visitors were invited to partake.

On August 6, the third day, the cenotaph was carried from the Marshal's Office to the Buddhist Temple, where the funeral services were to be held. This procession offered an impressive sight, witnessed by tens of thousands of spectators forming a solid wall on

THE PEACE PACT.

DELEGATES ARRIVE IN PARIS.

Le Havre, Aug. 24.
The Ile de France, Mr. Kellogg and Mr. Mackenzie King aboard, has arrived. They landed at 3.30. —Reuter.

Paris, Aug. 24.
Both Mr. Kellogg and Mr. Mackenzie King have arrived. At the ceremonial reception at Havre the Mayor presented Mr. Kellogg with a gold fountain pen with which to sign the anti-War Pact, and presented Mr. Mackenzie King with a gold medallion. —Reuter.

Arrival Unnoticed.

Paris, Aug. 24.
The arrival here of Messrs. Kellogg and Mackenzie King was practically unnoticed. In consequence of rumours that the communists intended to stage a Sacco-Vanzetti demonstration the special train was ordered to accelerate its speed and thus it arrived 40 minutes ahead of time.

Messrs. Kellogg and Mackenzie King hurried from the railway station immediately and motored off, the former to the American Embassy and the latter to the Hotel Clugnot. They were not recognized by the crowd. —Reuter.

ATLANTIC FLIGHT.

CREW SAFE AND WELL.

New York, Aug. 2.
Amateur wireless operators in Toledo and Chicago announce that they directly communicated with the crew of Mr. Ingham's aeroplane last night. According to the Toledo amateur the missing airmen said they were safe and well, and were stranded on a small island a hundred miles north of Newfoundland and need assistance badly.

The Toledo amateur claims to have exchanged messages for ten minutes on a wave length of forty-two metres, although Mr. Ingham's set is 32.8. The airmen asked that help be rushed. The messages later were jumbled and contained the phrase "because we have not had any deer meat since yesterday please hurry."

Later.

Differences in wave lengths mentioned earlier would be explained by each of the airmen using a different aerial. The Chicago amateur reports that he picked up a message stating that the aeroplane had been forced down early on the 19th by engine trouble. —Reuter's American Service.

both sides of the streets where the cortege passed.

An Enormous Procession.

The procession, in which about 10,000 people took part, was about two miles long. It started to line up at 4 p.m. and the cenotaph was to be carried by the second son, Chang Hsueh-liang, who did not take part in the cortege. Before the procession started, he, together with his brothers and sisters and the widows of the late Marshal, took a touching farewell of the cenotaph, which represented the soul of the dead man. In the procession were carried 20,000 mourning banners and streamers and 6,000 mourning flags as well as over 200 paper effigies. A military band was playing and troops escorted the cortege. About 200 high officers and civil officials, among them General Wu Kuang-hsin and ex-Premier Pan Fu, preceded the cenotaph and portrait of the Marshal while a battalion of his bodyguard followed.

The coffin and cenotaph are to be kept at the Buddhist Temple for at least a year. Meanwhile a mausoleum is to be erected, probably at Peking, the resting place of one of the first Manchu rulers. —Reuter.

CUSTOMS TREATY.

FULL TEXT OF THE GERMAN AGREEMENT.

Nanking, Aug. 20.
Following is the full text of the new Treaty between China and Germany, signed on August 17, 1928, by Dr. C. T. Wang, Minister for Foreign Affairs of the Nationalist Government of the Republic of China, and Mr. H. von Borch, Envoy Extraordinary and Minister Plenipotentiary of the German Reich to China:

"The Republic of China and the German Reich, animated by the desire further to consolidate the ties of friendship which happily exist between the two countries and to extend and facilitate the commercial relations between the two countries, have for this purpose, decided to conclude a treaty and have named as their Plenipotentiaries, that is to say:

"The President of the Council of the Nationalist Government of the Republic of China:

Dr. Chengting T. Wang, Minister for Foreign Affairs;

"The President of the German Reich:

Mr. H. von Borch, Envoy Extraordinary and Minister Plenipotentiary of the German Reich to China; who, having communicated to each other their full powers and found them to be in good and due form, have agreed upon the following treaty between the two countries:

"Article I. For the purpose of attaining absolute equality of treatment in customs matters and in supplementing the arrangements between China and Germany of May 20, 1921, the two High Contracting Parties agree that in all customs and related matters either of the High Contracting Parties shall not, within the territories of the other Party, be subject to any discriminatory treatment as compared with the treatment accorded to any other country.

"The nationals of each of the High Contracting Parties shall under no circumstances be compelled to pay within the territories of the other Party higher or other duties, internal charges or taxes whatsoever upon the importation or exportation of goods than those paid by nationals of the country or by nationals of any other country.

"The provision in the exchange of notes annexed to the Sino-German agreement of May 20, 1921, according to which German import goods shall pay duties in accordance with the General Tariff Regulations prior to the general application of the Autonomous Tariff Regulations, shall be hereby annulled.

"Article II. The two High Contracting Parties will enter as soon as possible into negotiations for the purpose of concluding a Treaty of Commerce and Navigation based on the principle of perfect parity and equality of treatment.

"Article III. The present treaty has been drawn up in Chinese, German and English; in case of a difference of interpretation the English text shall prevail.

"Article IV. The present treaty shall be ratified as soon as possible and shall become valid on the day on which the two Governments shall have notified each other that the ratifications have been effected. Done in duplicate at Nanking on the Seventeenth Year of the Republic of China, corresponding to the Seventeenth Day of August, Nineteen Hundred and Twenty-eight.

(Signed) Chengting T. Wang, Plenipotentiary and Minister for Foreign Affairs of the Nationalist Government of the Republic of China.
(Signed) Herbert von Borch, Plenipotentiary and Envoy Extraordinary and Minister Plenipotentiary of the German Reich to China.

Plans are being considered by the racing committee of the Royal Aero Club for a high-speed 100 miles "Air Derby" round London in the autumn.

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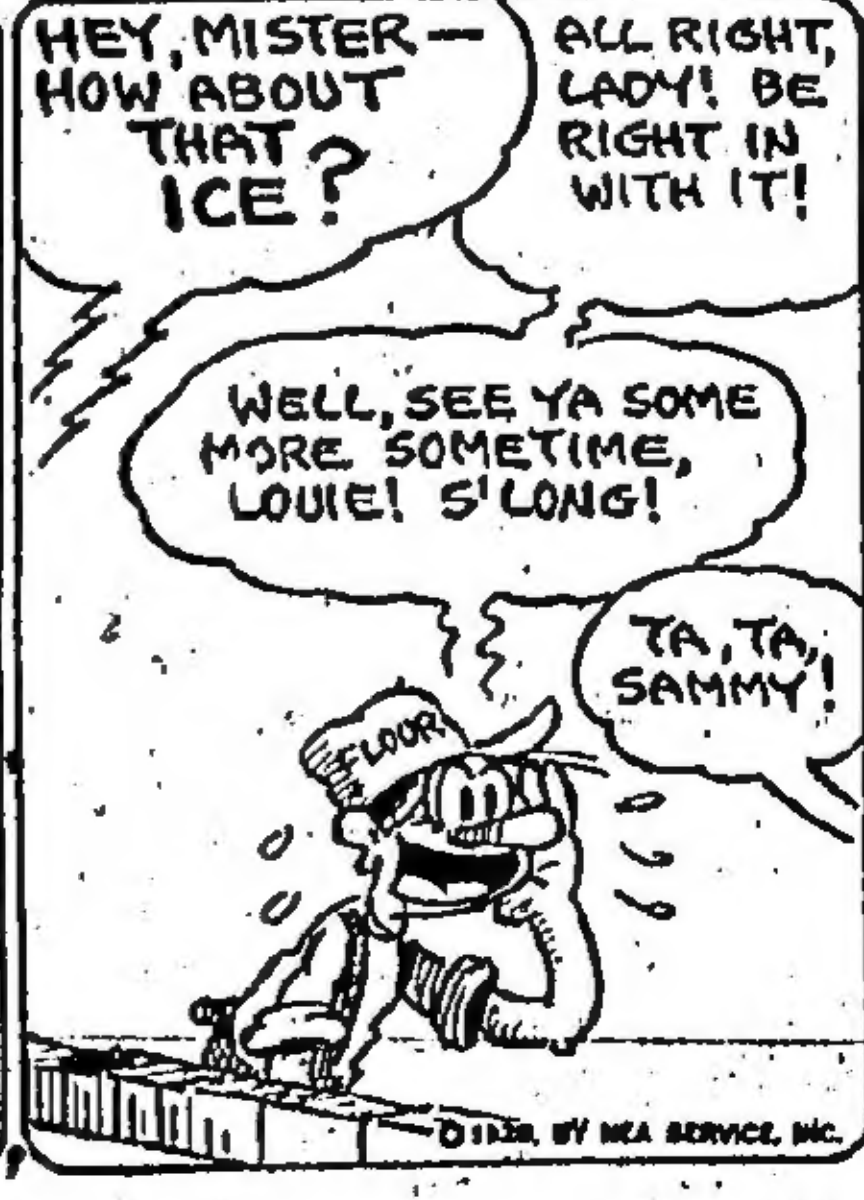
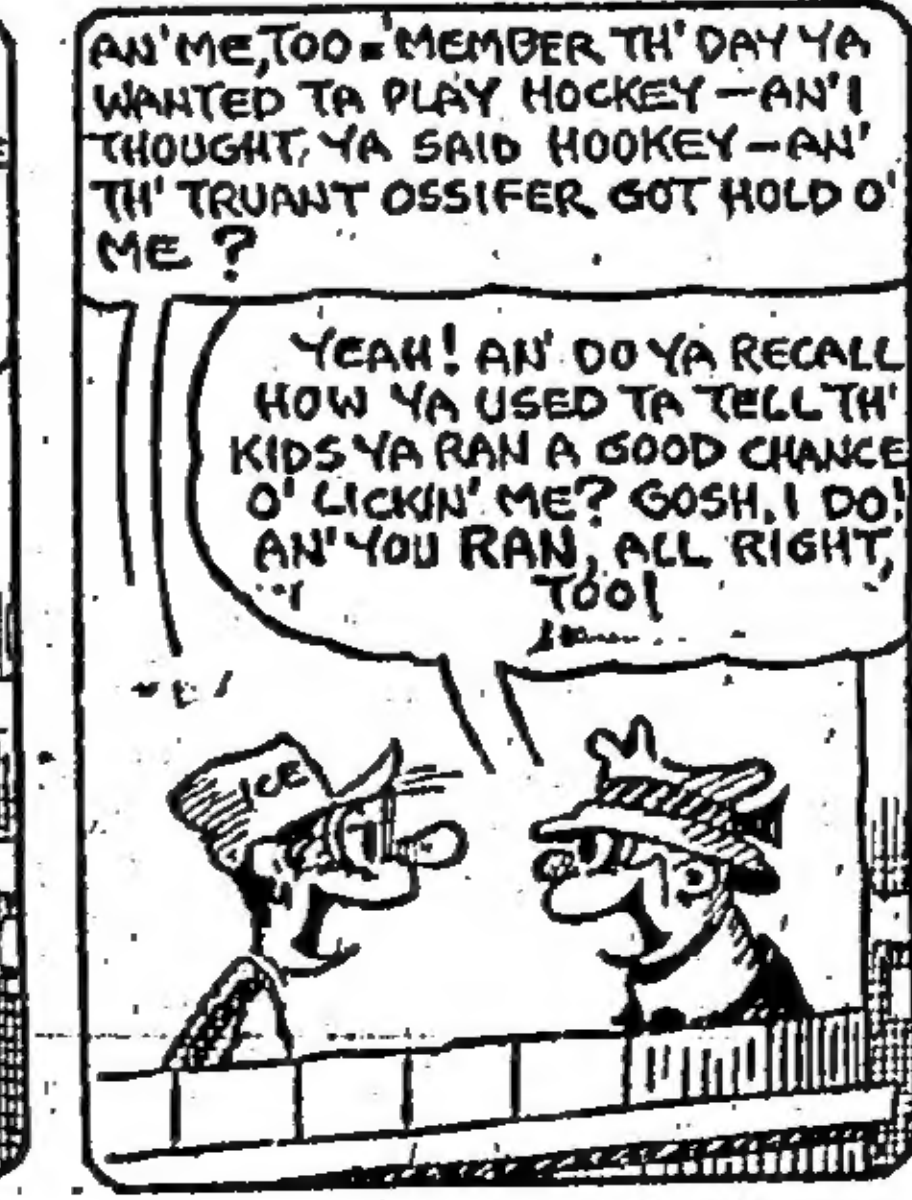
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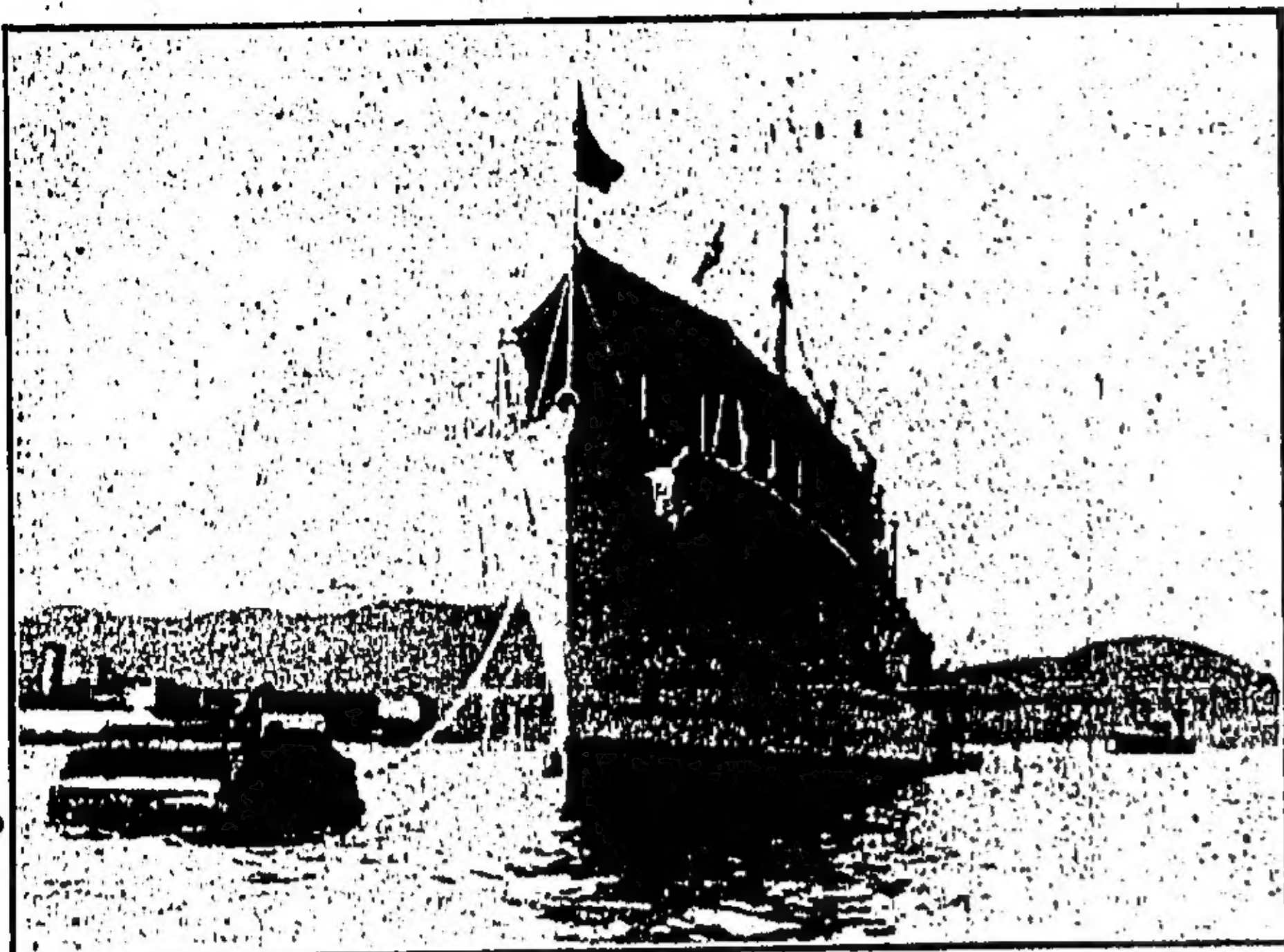
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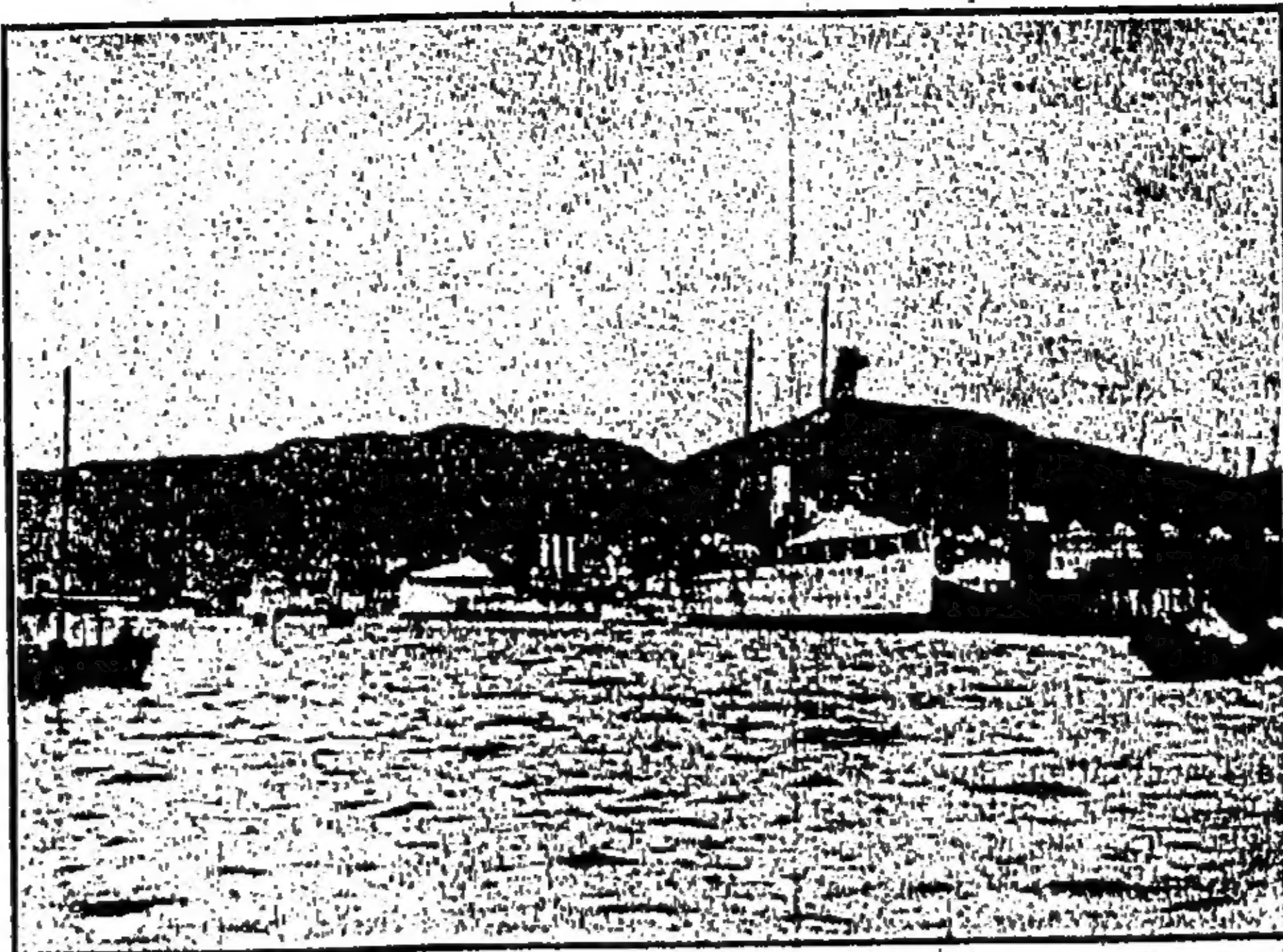
Pleasure Before Business

By Small

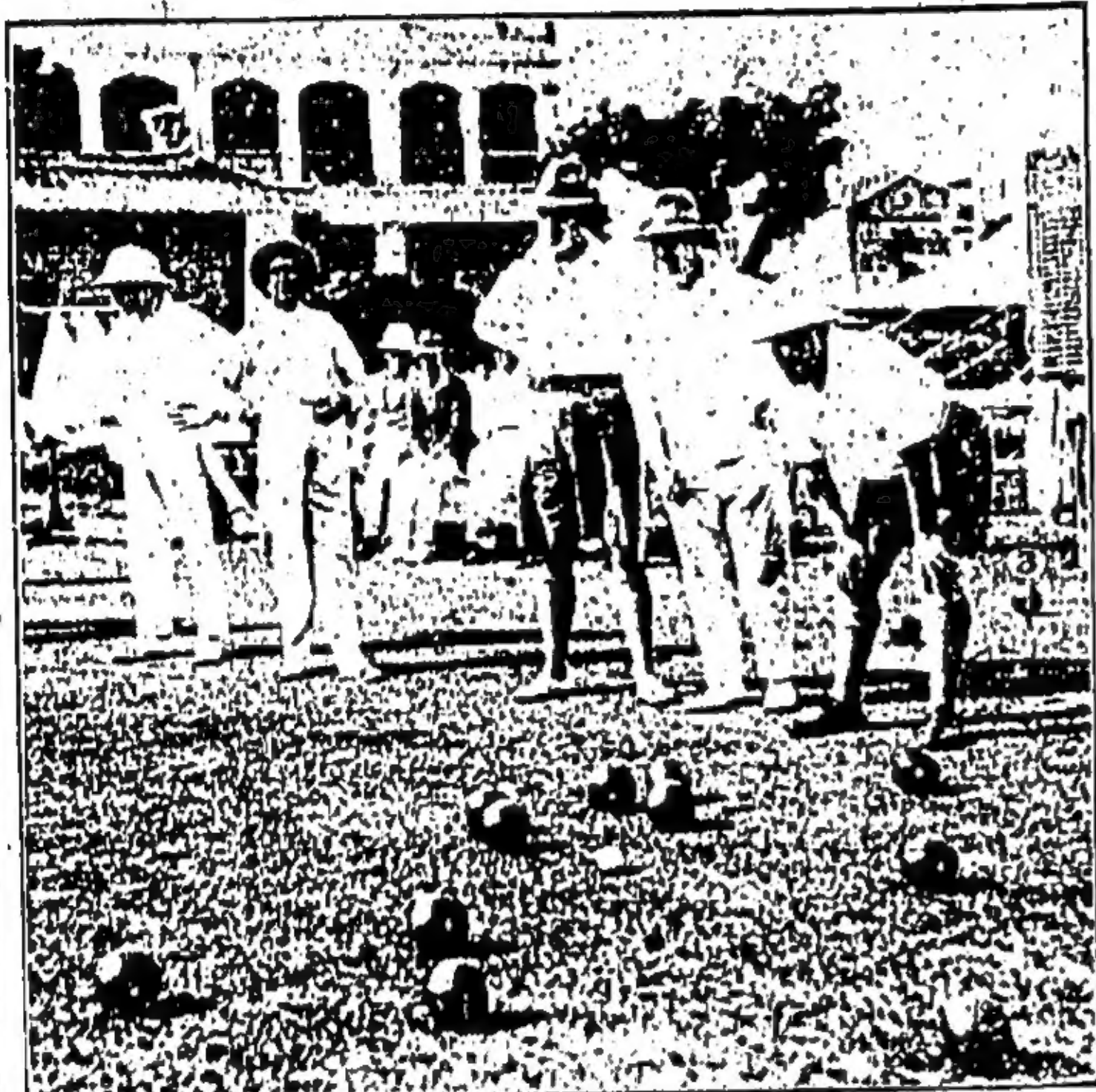




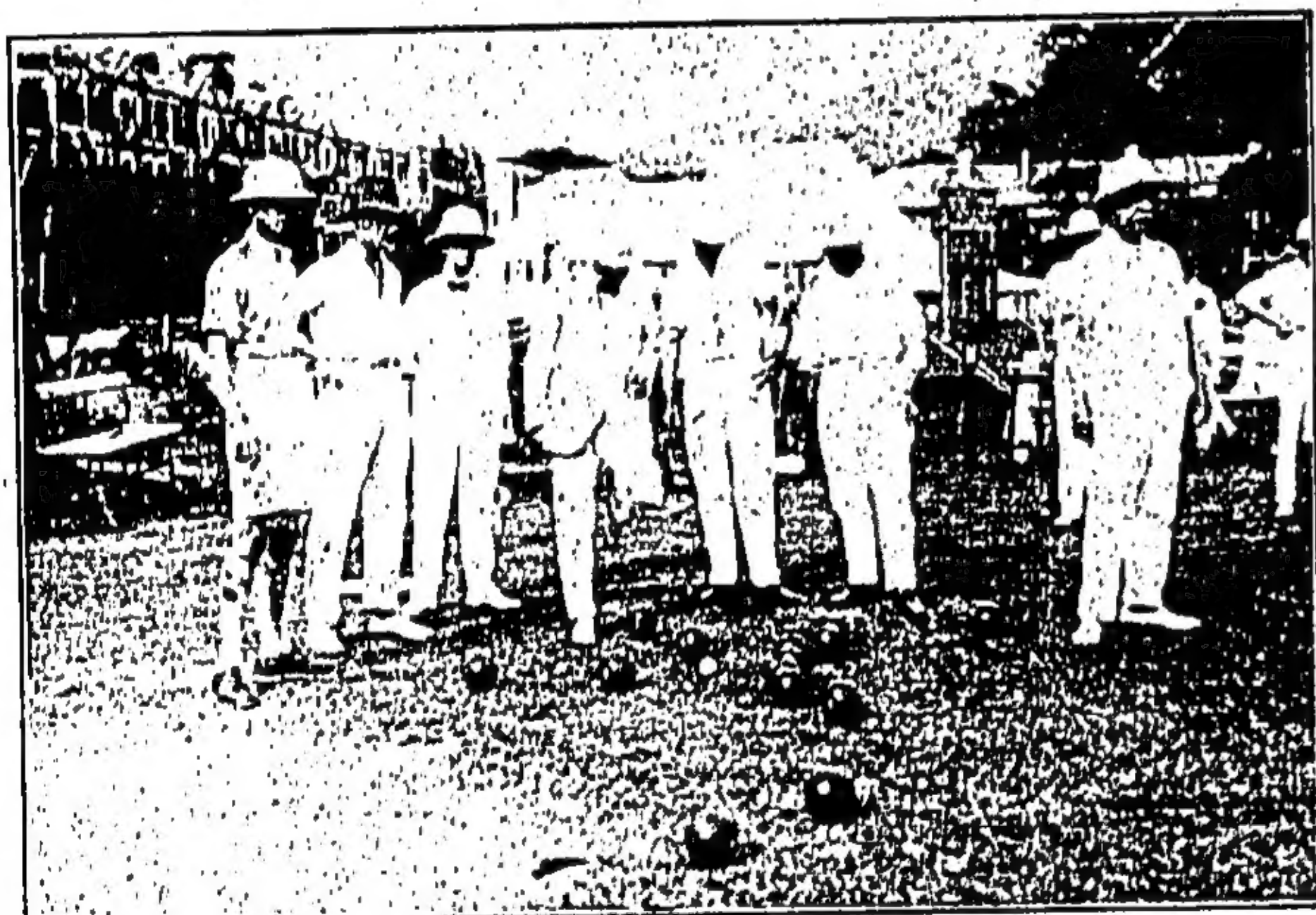
A striking picture of H. M. S. Castor in Hongkong Harbour. She arrived on Sunday, being temporarily attached to the China Station to replace H. M. S. Curlew.



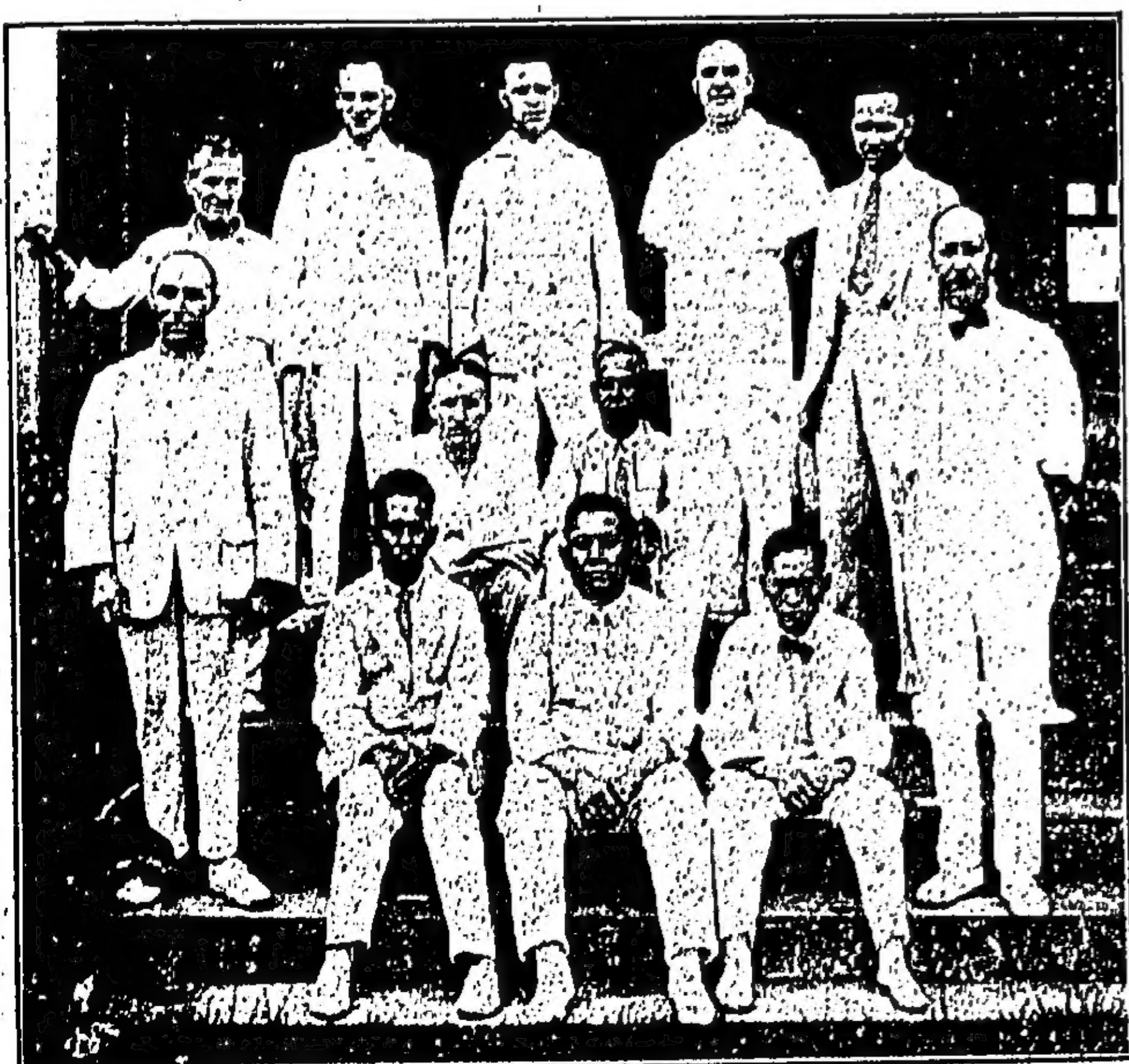
Two of the fine new County class of cruisers are shown in the above picture alongside at the Hongkong Royal Naval Dockyard. They are H. M. S. Kent and H. M. S. Berwick.



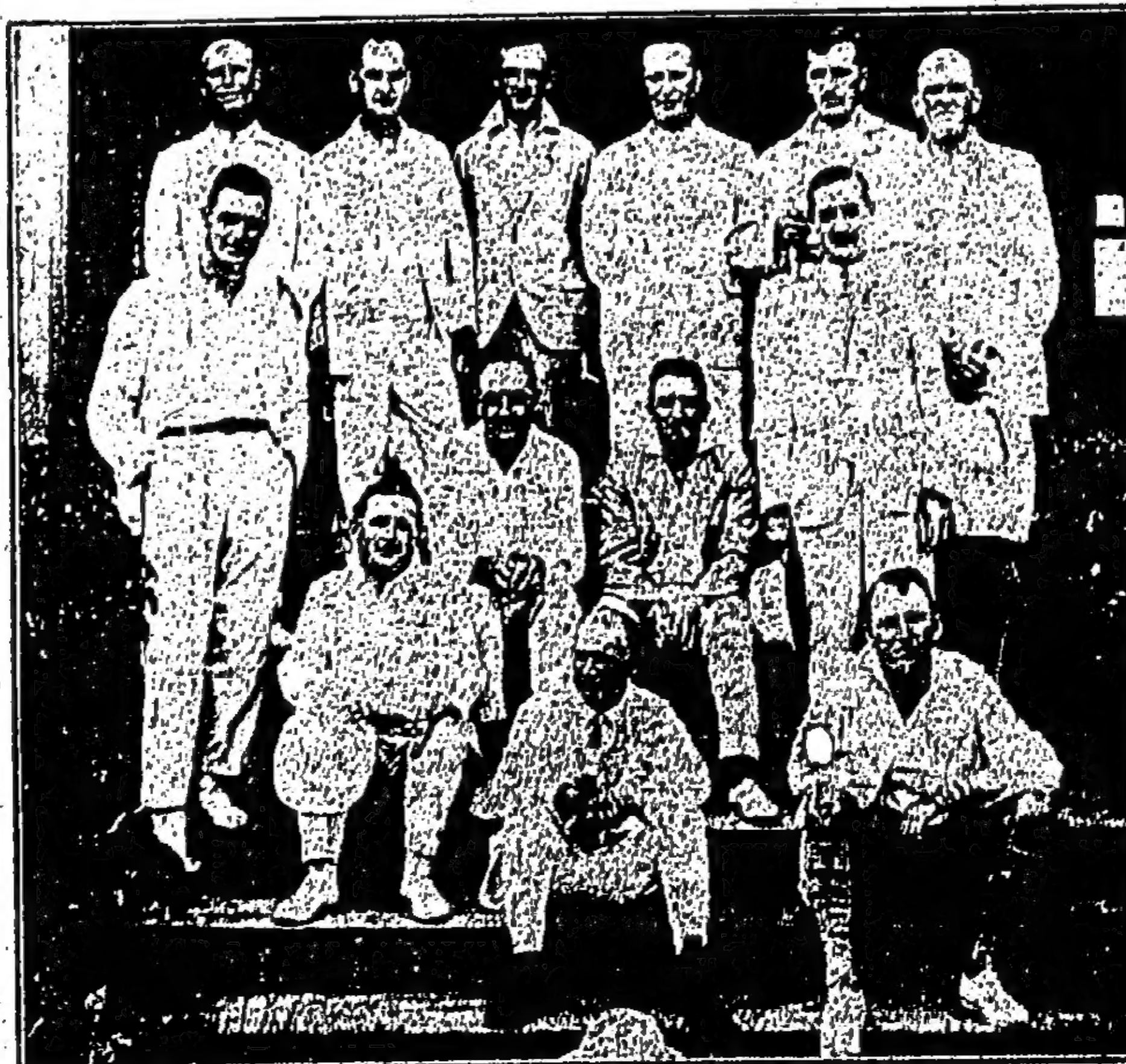
Snapshots taken at the lawn bowls match between the Police and the Kowloon Bowling Green Club. Left, Griffin. (Police) delivering a wood; centre, one of the heads in the Clark-Holland rink; right, Marks (Police) sending up a shot. (Photos: Mee Cheung).



Play in progress during the lawn bowls match between the Police and Kowloon Bowling Green Club, which the latter won by the narrow margin of two points. Left, a head in the J. Clark and Macfarlane rink; right, the Moss and Guy rink. (Photos: Mee Cheung).



The Craigengower lawn bowls team which defeated K. C. C. last Saturday, thus ensuring the championship. Left to right: Back row: D. Fritz, H. Boer, C. Bennett, B. W. Bradbury and O. S. Rossetti; middle row: W. T. Brightman, G. T. Buchanan, D. Rumjahn and R. Bass; front row: U. M. Omar, F. J. Nevis and A. A. Razaack. (Photo: Mee Cheung).



The Kowloon Cricket Club lawn bowls team which was defeated by Craigengower on Saturday. Left to right: Back row: J. Howo, G. Wragge, F. Goodwin, A. W. Smith, E. Kern and L. E. Lammert; middle row: J. Fraser, A. C. B. Burford, A. Chapman and J. Gibson; front row: B. Potheram, J. T. Dobbie and W. Keegan. (Photo: Mee Cheung).

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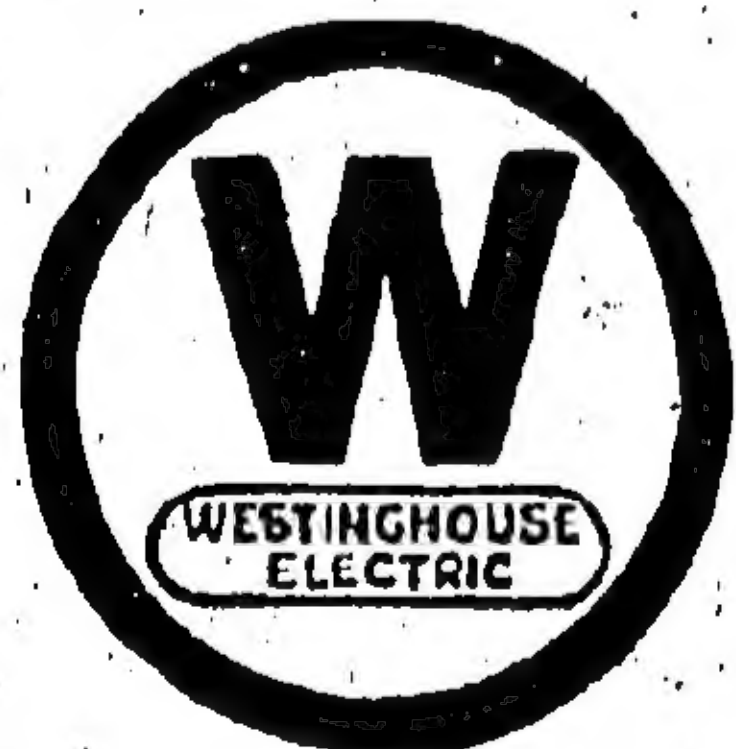
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CLUB LIFE IN
CHURCH.PUBLIC SCHOOL SPIRIT FOR
SLUM BOYS.

BATHS AND CANTEENS.

A 115-year-old Wesleyan Church—one of the oldest Non-conformist places of worship in London—held its last service on Sunday, August 19.

The church, in the Camberwell-road at Walworth, is a familiar landmark to many South Londoners, and its place will presently be taken by a fine modern building of the Byzantine period.

This new building will house one of the most remarkable institutions in London, if not in the kingdom—England's first and only clubland church.

It was erected, and is inspired by, a 30-year-old Lancashire minister—the Rev. James Butterworth—who started life in his native county as a half-timer in the cotton mills.

"My parish here," he told a Press representative, "has 312 acres and a population of 66,000, yet when I came, the authorities were actually thinking of closing the church!"

"My idea from the beginning, however, was to receive it by bringing into it young life. To that end I established first a boys' club, which was followed by a girls' club, and to-day those clubs are the foundation of our church organisation."

"I started upon the basis of my own early and deplorable experience, in the belief that if you give even the poorest and most outcast lad the right opportunity he will respond to the highest loyalties. Thus, with my friends, I set out to endeavour to do for the young folk of Walworth what other institutions do for the public school boy."

"The tangible results of this effort are seen in the fact that we have now practically 300 members of the two clubs, an adult congregation of 200, and we raise about £1,000 a year for church purposes."

"But the most remarkable evidence of the success of our effort is among the boys and girls themselves. We get them in at the age of 12, or earlier, because we believe that that is the most impressionable time of their lives, and that if we can keep them in the atmosphere we have created for four or five years, it will take a good deal to drag them down to their former standards."

"Life in the clubs, in the camps we organise, and other social activities, has transformed these boys and girls almost beyond the recognition of their bewildered parents."

"Many of them come from some of the most sordid, overcrowded homes in the district, but in manners, deportment and speech they are often indistinguishable from the finest products of our famous public schools; indeed, four of our old members have now won their way by scholarships to Dulwich College."

"Up to the present the clubs have been housed in the basement of our church and in buildings adjoining; but the new church is being designed first and foremost as a club, with all the most modern conveniences and appointments of such an institution. There will be lounges, canteens, a library, sports, writing rooms and sets of bath-rooms."

"The building is to cost over £30,000, towards which £28,000 has already been subscribed, and I am hoping that before demolition of the old premises is finished we shall be able to start building entirely free from debt."

WOMEN DEBATERS.

UNDERGRADUATES TO TOUR
U.S.

Three women undergraduates representing British universities, will sail in October to meet the leading debaters of women's colleges in the United States.

This is the first team of women to be sent on such a mission from England. The three picked debaters chosen at the annual congress of the National Union of Students, held at Oxford in April, are: Miss Nancy Samuel (daughter of Sir Herbert Samuel), of Somerville College, Oxford; Miss Lockhart, of Girton College, Cambridge; and Miss Sharp, of Bedford College, London.

They were chosen from 15 candidates from the leading universities of England. They will visit all the principal women's colleges in the United States, including several in the Middle West, where there is co-education.

The women are to take part in 25 debates and are expected to be away until Christmas. Their debating ability, personality, ability to represent the traditions of this country, and their standing in student circles were among the qualifications considered in choosing them.

Nine Men Out of Every Ten

living in the Far East suffer more or less from "liver," especially at this time of year. As a corrective of liverishness, bilious attacks, sick headaches, unpleasant breath, and to ensure daily regularity, there is nothing so good as an occasional dose of Pinkettes, the dainty little regulators which neither gripe nor purge. Of chemists everywhere.

PINKETTES
THE Dainty Little Liver &
AND INTESTINAL REGULATORS
KEEP YOU WELL

LAW SCHOOLS FOR
CITIZENS.LORD HEWART'S QUERY IN
PENSIONS CASE.

"Are there any schools or continuation classes where citizens can be instructed in the reading of Acts of Parliament?" asked Lord Hewart, the Lord Chief Justice, in the King's Bench Division recently.

He was hearing a case concerning a man's right to an old age pension and asked if widows, orphans and old-age pensioners were expected to understand the new Act.

"I am in a state of perfect bewilderment," he declared, "but I am not a widow or orphan."

Pension Problem.

Mr. Joseph Taylor, of Elston Fields, Saffron Lane, Leicester, had been refused a pension under the Widows, Orphans and Old Age Contributory Pensions Act.

His case was referred to two referees who did not give a decision because a point of law arose for the consideration of the Court.

Mr. J. C. Jackson, K.C., for Mr. Taylor, said the Act provided that an injured person was entitled to a pension at the age of 65 provided he had paid 104 weekly contributions since the date of his entry into insurance.

Through the default of his employer, Taylor's contributions were not paid, and the Ministry took proceedings and recovered 73 contributions, leaving 31 unpaid. Taylor's share of the insurance contribution was five pence per week.

Lord Hewart: Through no fault of his own and because he is 12s. 11d. in arrear this man may lose a pension of ten shillings a week?

Mr. Jackson: Yes.
Lord Hewart held that Taylor was entitled to a pension, but added that, in a case where there had been wilful neglect by the insured person himself, other considerations would apply.

BIG DOG-RACING
LOSSES.BRITISH SPORTSMEN HIT IN
FRANCE.

Losses estimated at many thousands of pounds have been sustained by British who have tried to launch greyhound racing in France.

The troubles of the greyhound racing companies are the result of the delay by the Senate in ratifying the Bill passed by the Chamber of Deputies authorising totalisator betting at dog-racing meetings.

In any event the necessary law cannot be promulgated until the end of the present year or the beginning of 1929.

Strenuous Opposition.

Considerable opposition exists from horse-racing societies, theatres, music-halls, and cinema who pay the entertainment tax and claim that the dog racing in the evening with the added attraction of the totalisator would ruin their business.

Meanwhile an army of speculators have scrambled to stake out claims in advance in what they thought would be a gold-producing area. An official in constant touch with the question has said:

"Thousands of pounds have been spent by speculators in floating premature dog-racing companies of France, and in shipping hundreds of greyhounds over here in the hope that the totalisator at dog-racing meetings would be speedily authorised. Many of these speculators have eaten up all their capital and some of them have sold their dogs and returned to England."

I do not say that greyhound racing will not come, and I am not prepared to say that finally the Senate will refuse to authorise the totalisator at dog-racing meetings, but it will not do so until the undesirable speculators have been eliminated by a process of exhaustion. This is the policy which is being pursued, and it is just as well that the fact should be known.

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Ladies' Vests.

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1 pint size vacuum flasks guaranteed to retain water hot or cold.

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SHANGHAI.

MR. BALDWIN ON DRESS REFORM.

GIVES GENERAL ELECTION PROPHECY.

"WE ARE WINNING."

The Prime Minister made a trenchant attack on Socialism and its methods when addressing a great demonstration of 20,000 Yorkshire Conservatives at Bramham Park, the seat of Colonel Lane-Fox, M.P. for Barksdon Ash.

He predicted the return of the Government at the General Election next year.

Colonel Lane-Fox described the gathering as "the greatest meeting ever held in the county."

The Socialist programme is no longer naked, remarked Mr. Baldwin. It is Socialism in a dicky and white tie. Respectable as that costume may be, if not beautiful, it is too much for Mr. Maxton and Mr. Cook, and too much for that man, whose name I forget, but who was recently turned out of a public gallery by a gallant Yorkshireman from Barnsley. (Cheers.)

If we have taught our opponents nothing in the last four years, the Prime Minister added, we have taught them this—that if they wish to make an appeal to the English people, they must put order before anarchy, gradualness before violence, and compensation before confiscation. They must be clothed in an English dress, and Karl Marx, instead of looking like a German Hebraean, must be made to look like a Non-conformist Minister or a Trade Union leader. (Laughter and cheers.)

Socialist Menace.

However, the programme may be dressed, Mr. Baldwin proceeded, there is this fundamental difference between us. The Socialist, if he has his way, will devour private property, individual initiative, and personal responsibility, and he will do it conscientiously, because he believes in a vast State monopoly. He believes in controlling the freedom and energy of each one of us at every point. We are as eager as they to secure for all our people the largest possible measure of economic freedom and economic welfare, but we do not believe that the only way to do this is by transferring the ownership and direction of all industries to the State.

In our Party there is no body of fixed doctrine as the Socialists have, who compel us to declare on every occasion, however absurd it may be, that State ownership is the one and only remedy for all our social ills. No such tyrannical prescription enslaves us. We are free—free to combine private enterprise and State enterprise in any such form of combination as seems best for the country to achieve the purpose we have in view. It is the method which conforms most truly to our natural genius and to our history. It is the method of a practical people, and not the method of drawing-room doctrinaires. We have tried to unite what is best in private action and State action for the good of all classes. (Cheers.)

"We Are Winning."

Mr. Baldwin passed in review the Government programme of legislation.

He hoped that before long, probably in the lifetime of the next Parliament, the electricity schemes would make a considerable contribution to the employment market.

He earnestly hoped that the Agricultural Credits Act would prove to be of lasting benefit.

The reform of local government, and the assistance of productive industry should result not only in better local administration, but better institutional treatment for the sick poor, and a reduction of unemployment in the necessitous areas.

We have time before us Mr. Baldwin concluded. We are engaged in a strong match, which we are winning. Next year will be half-time and the whistle will blow, but we shall go on in the second half as we have done in the first, and complete this legislation, to which we have set our hands. (Cheers.)

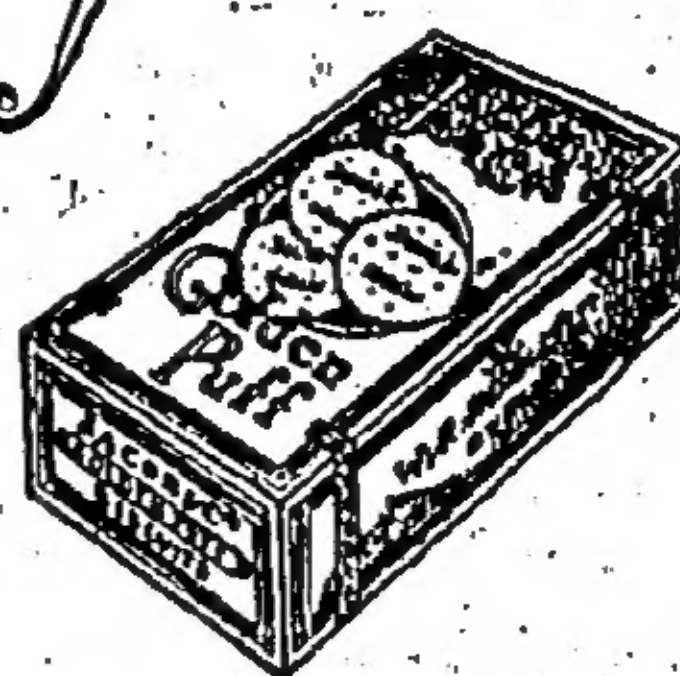
DEAD HEROES HONOURED.

SICK MAN'S PLUNGE INTO CANAL.

Dead heroes, who gave their lives for others, were honoured recently, when the Carnegie Hero Fund Trustees, meeting at Dunfermline, made various awards for bravery.

Although suffering from bronchitis, George Gould, labourer, Bell-street, Marylebone, London, rescued a girl from drowning in Regent's Canal last October. In January last the trustees awarded him an honorary certificate and a sum of £10. Soon after the rescue he was admitted to hos-

JACOB'S



GOLDEN PUFFS.

When Appetite
falls and if

Is too hot to eat,

GOLDEN PUFFS

are

Light, Delicious,
Appetising.

TIVOLI AGAIN BRITISH.

AMERICAN HOLDING BOUGHT OUT.

One of the most famous cinemas in the Empire, the Tivoli, in the Strand, is to come under British management again.

Sold in March 1926 to Metro-Goldwyn, the big American film corporation, it has now been acquired by Provincial Cinematograph Theatres, Ltd., the company owning, among many other picture and variety houses:

New Gallery, Globe, Acton.
Regent-street, Super, Ilford.
Tower, Peckham, Super, East Ham.

Provincial Cinematograph Theatres, have acquired 90 per cent. of the Tivoli theatre shares.

The transfer will mean a modification in policy. As at the New Gallery a continuous programme will be given, and, in all probability, speaking photo-plays now exclusively shown at the New Gallery will be featured.

Built on the site of the old Tivoli music hall by the late Mr. James White, it was opened in

September, 1923, stars who had made their names at the old Tivoli being present to give the new building a send-off.

It has staged many notable film successes, among them being "Ben Hur," which broke all records by running over a year there without a break.

£1,500,000 Scheme.

More than 100 provincial cinemas are controlled by the new owners, and during the next ten months they expect to open a super-theatre in a different provincial centre every month. The scheme involves an expenditure of £1,500,000. Present arrangements are to open theatres at:

Bristol, Hanley, Swindon.
Dudley, Bournemouth, Ipswich.
Preston, Bradford.
Dundee, Edinburgh.

In London cinemas are to be erected at Stamford Hill and near Victoria Station.

pital, and died there on June 8. The trustees have arranged to refund £10 contributed by the British Legion towards his funeral expenses.

Shield in Pit.

Archle Burton, miner, of Johnson-street, Silverdale, Staffs, went to the rescue of a fellow-workman after a roof fell at Burley Colliery, Apedale.

Finding it impossible to liberate the man, Burton, in total darkness, erected a shield to protect him from the falling material.

The man was freed after about five hours' work. Burton received the Edward Medal from the King. The trustees awarded him an honorary certificate and £25.

William Walter Holiday, carman, Elcot-avenue, Peckham, London, lost his life as a result of attempting to stop a runaway horse in Rotherhithe. His mother was awarded a memorial certificate and £25.

Thomas Bowton, furnace spare hand, Lawn-terrace, Pontygot, and Thomas Philip Evans, furnace burden clerk, Pennant-street, Ebbw Vale, were awarded honorary certificates and £20 for rescuing two men asphyxiated while cleaning an overhead gas main at Victoria blast furnace, Ebbw Vale.



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every domestic article requiring
a stained and varnished finish

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Oaks—Walnut
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Can be applied by anyone.
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9418—Lady Mary "
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SIR THOMAS BEECHAM'S BIG SCHEME.

A new scheme of Sir Thomas Beecham's which will be of immense importance and of the most stimulating effect to English music has been announced.

Sir Thomas—one of the finest musical minds in Britain—has ever produced, and a conductor of a brilliance nowhere surpassed in the world to-day—has interested himself in providing London with an absolutely first-class orchestra. This is an undertaking quite independent of the new opera scheme (the Imperial League of Opera) which Sir Thomas is also pressing forward.

Before the war the London orchestras were equal to any in the world; and the Beecham Symphony Orchestra was a surprise and a delight to German audiences when it visited Berlin. Since the war it is notorious that orchestral playing in London has fallen off.

The moment came when a new move was imperative. If musical London was not to be humiliated, having made a public appeal for his opera scheme, Sir Thomas Beecham thought of organizing a new and first-rate London orchestra on existing foundations. Many months have been spent in negotiations and in the elaboration of plans.

Three Strong Buttresses.

The new orchestra will come into being next year. It will have three principal resources or buttresses—apart from Sir Thomas's artistic leadership. The finances of its existence have been fully worked out, and do not depend on a public fund or an appeal for Government or municipal help. In the first place Sir Thomas has obtained the support of friends of his in the form of a substantial guarantee. The second buttress is the British Broadcasting Corporation, with whom an agreement has been reached on principles, only some details remaining to fill in the outline. The third buttress is one of the leading gramophone companies.

Roughly speaking, the new orchestra will consolidate the fluctuating bodies of musicians who give symphony concerts at Queen's Hall, who play at the more important of the B.B.C. concerts, and who make the principal orchestral gramophone records.

A Unity.

Sir Thomas Beecham said to a Press representative:

The orchestra will be a unity. No London orchestra has been that in recent years. The musicians will be engaged personally and exclusively. There will be daily rehearsals and concerts on the average of rather more than four a week for 11 months in the year. The 12th month (July) will be a holiday in which the musicians will be bound not to accept engagements.

The scheme utterly excludes the "deputy system," which has been the bane of London's orchestral music. In present circumstances it is useless and unfair to give against the deputy system. The L.S.O. and the Philharmonic, with their 8 or 10 concerts in the year, are not in a position to buy a musician's services, regardless of the other means he has of making an income. Twenty pounds or so is a very paltry item in the annual budget of a first-rate player.

The new orchestra will, like the great American orchestras, enjoy the exclusive services of its members. The cost of this is, of course, considerable. Let us say £1,200 a week—the individuals receiving between £500 and £1,200 a year, according to their status. It is considerable; but it has to be faced unless London is to go on having simply second-rate music.

Orchestras in Europe are heavily subsidised by Governments and city councils. In America there

EXPRESS ENGINE IN CUSTODY.

WHO BUYS LOCO TRAINED TO CARRY ITS OWN SMOKE?

Paris, July 26. Anyone who desires to buy a good, powerful railway locomotive, of the latest type, can apply to the head of the French Customs office at Lille.

A fortnight ago the driver and stoker of a train on the French Northern Railway, arriving from Brussels, were caught by Customs officers leaving their engine.

Parcels of smuggled tobacco and coffee were found hidden in a pile of coal.

In accordance with Customs customs, the engine was seized as well as the smuggled goods.

Driver and stoker were prosecuted. They have been sentenced to six months' imprisonment each, and fined 500 francs.

In addition the judge ordered, as is generally done when dealing with smugglers, the confiscation of the smuggled goods and of the means of transport which in this case is a Northern Railway Company's locomotive.

Northern Railway authorities will appeal to another court for the restitution of the engine.

are inexhaustible millionaires. In London we have to look for other ways and means.

October to March.

Well, the B.B.C. needs a permanent orchestra—and not the ad hoc assemblies of players who have come and gone at their concerts in the past. And the same thing applies to the gramophone companies, now that recording has been so much improved, and the gramophone public becomes more critical.

The new orchestra will give a weekly symphony concert at Queen's Hall. This will be the musical event of the week in London. There will be concerts of well-studied performances of the classics and important novel productions. They will be, what the Monday and Thursday night and Saturday afternoon symphony concerts at Queen's Hall have aimed at being—without quite meeting the case.

They will go on from October to March. When the orchestra gets to its stride it will be second to none in the world, and these Queen's Hall concerts will have a European importance. In time, it will probably be very difficult to obtain admission—just as at certain famous symphony concerts on the Continent, where subscription seats are family heirlooms.

Concerts in the Suburbs.

Then there will be a weekly concert in one or another of the London suburbs—suburbs, some of them, where a first-class orchestra is as yet unknown. There is a new musical public to be found there.

Then there will be regular Sunday afternoon concerts of a more or less "popular" kind at the Albert Hall with operatic extracts and so on. And then, thirdly, the provincial concerts (about 32 in the season), corresponding to the Lionel Powell concerts in which I have toured with the L.S.O. in recent years.

The winter concerts at Queen's and Albert Halls, in the suburbs and the provinces, will number in all about 110. About a quarter of these I shall conduct. Perhaps one in six of the Queen's Hall concerts will be choral. There are masses of fine things waiting to be produced.

Concerts Below Cost Price.

The opera scheme still rests with the public. If as many more Londoners want opera as have already signified, that they do, they shall have an extremely good one. The orchestra scheme asks nothing of them. I only suggest that musical people should book a night in the week to come and hear a first-rate concert, at less than cost price. Activities begin in the autumn of next year.

TO-DAY'S FILMS.

"THANKS FOR THE BUGGY RIDE."

"Thanks for the Buggy Ride," which is showing at the Queen's Theatre for the last time to-day, tells the amusing story of two lovers who face the cold world without a cent in their pockets. How, after many extremely funny events have taken place, the pair finally manage to get some money and marry, is remarkably well told under the direction of William A. Seiter, who helped to bring Reginald Denny to the fore. At 9.20 p.m. the popular juvenile eccentric dancers, Miss Cherie Valentine and Miss Tomasita Birdwell will make their final appearance, presenting a lively programme of modern and acrobatic dances.

World Theatre.

"The Circus" presents the Charlie Chaplin of old, the Charlie with the rakish bowler, baggy trousers, and funny moustache complete. Charlie is seen as a down and out tramp, who eventually finds work in a circus. His quaint antics in the ring are amusing in the extreme and the climax where the star substitutes for a tight rope walker is one of the funniest ever filmed.

Star Theatre.

Vera Reynolds, Edmund Burns and Ralph Lewis, all well known players, have the leading parts in "The Million Dollar Handicap," an exciting story of the race track. The story concerns the efforts of a young girl to frustrate the plans of a gang of swindlers who are attempting to ruin her family. A thrilling race, together with a tender romance and much clean-cut comedy, cleverly blended, go to make a thoroughly enjoyable picture.

QUEEN'S DANCERS.

FAREWELL PERFORMANCE THIS EVENING.

A farewell performance of the juvenile eccentric dancers, Miss Cherie Valentine, and Miss Tomasita Birdwell, will be given to-night at the 9.20 performance at the Queen's Theatre. Sixteen-year-old Tomasita will repeat her famous "Black Bottom," by popular request, and the Argentine Tango, danced with much grace and charm by both artists will also be included. Advantage should be taken of this final opportunity of seeing these extremely talented young artists who will definitely appear in Hongkong to-night for the last time.

NANKING DAMAGE.

SINO-AMERICAN COMMISSION TO MEET.

Shanghai, Aug. 24. A Sino-American joint commission, consisting of Mr. Kung-son Young, Mr. Wu Chin, Mr. C. J. Spiker and Mr. Vermer Lyman has been formed to assess the American damages in the Nanking incident. The commission will hold its first meeting on Monday—later.

THE BEST AND CHEAPEST PERMANENT

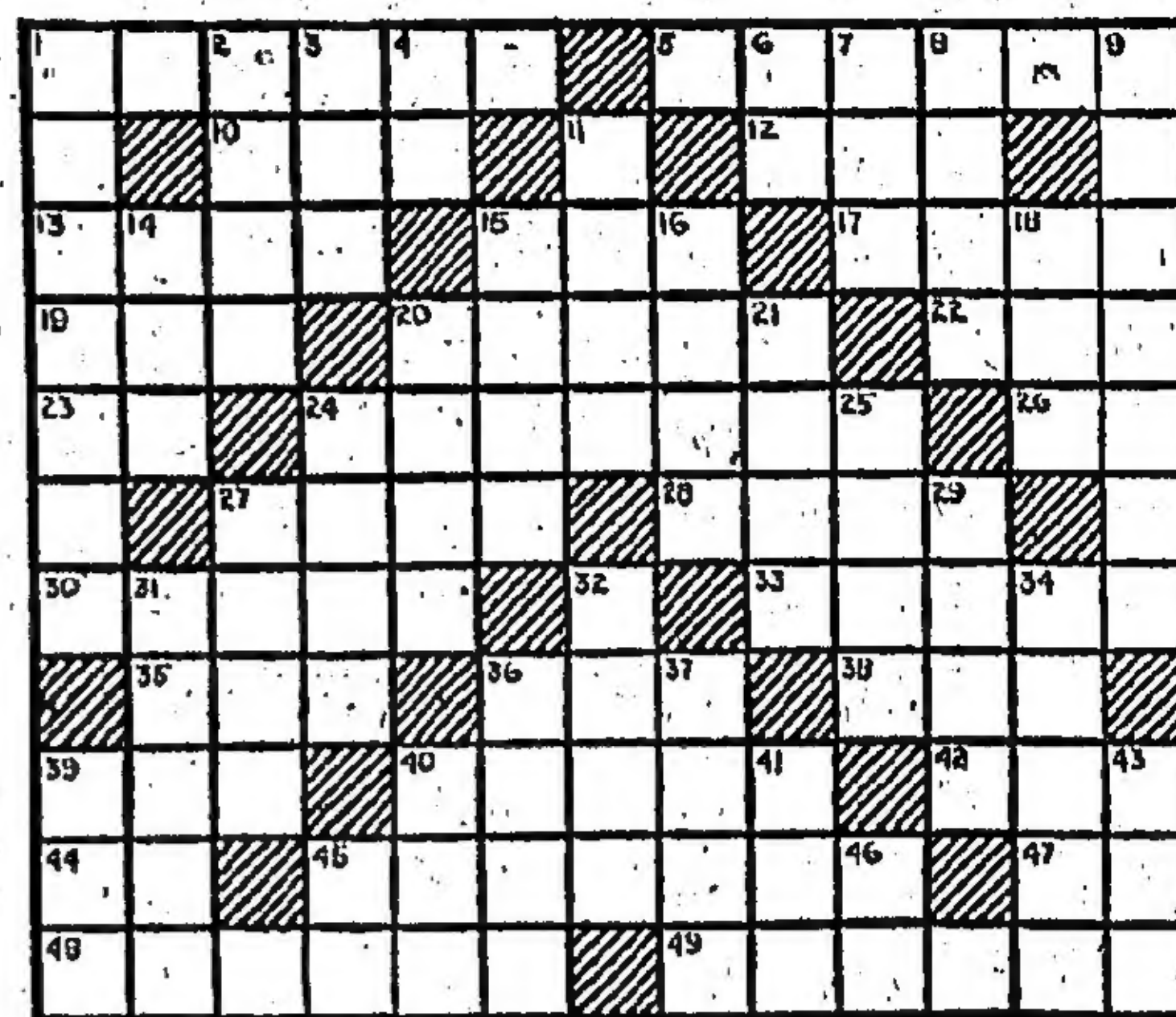


HAIR WAVING IN THE COLONY

Mrs. BETEN

2 Pratts Building Tel. K. 945.

OUR CROSSWORD PUZZLE.



Horizontal.

- Who was the U.S. ambassador to England during the Harding administration?
- Who was the founder of Wellesley College?
- To be indisposed.
- To observe.
- What is the name of the inner bone of the forearm?
- A bear.
- High.
- Group of matching dishes.
- What is the name of the inner and larger of the two bones of the leg?
- Affirmative.
- Toward.
- Returns to a former state.
- Preposition of place.
- Any of certain flatfishes considered a very fine food fish.
- To dangle as a tongue.
- Inborn.
- Soft-spoken.
- A coat-off garment.
- Headgear.
- Owed.
- Soft-finned fish.
- Who was the president of the Confederate States of America?
- Twenty-four hours.
- Measure of area.
- A type of perfection.
- Point of compass.
- Beheaded.
- Of what country is Stockholm the capital?

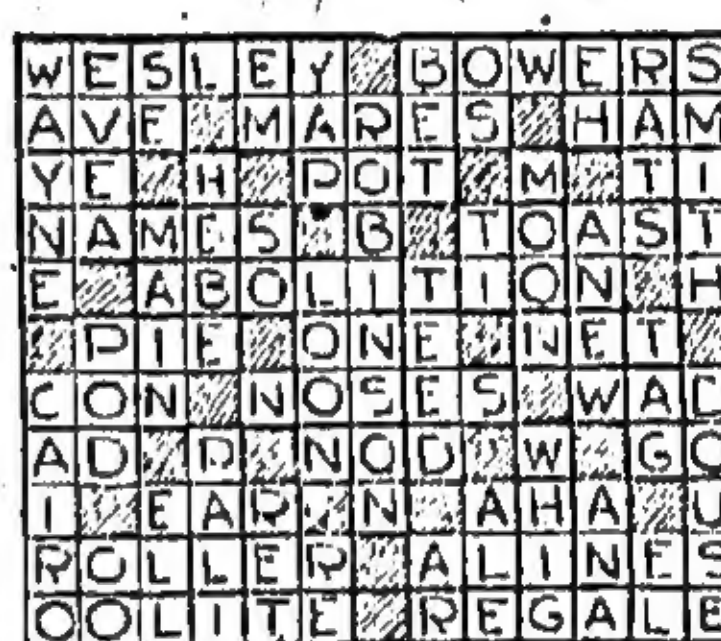
Vertical.

- In what city of the U.S. was the Democratic convention held?
- To declaim noisily.
- By way of.

Delty.

- You and me.
- Redent.
- Off or aside.
- Who was the author of "Anna Karenina"?
- A division of the brain.
- Constellation.
- Home of a bee.
- Maiden.
- Meadow.
- To relate.
- Tiny particle.
- Avenue.
- Winter carriage.
- Collection of racing horses.
- To exult.
- To love exceedingly.
- Molten rock.
- Rental contract.
- To foster.
- Hogs.
- Cabriolet.
- Obstruction in a stream.
- To plant.
- What is the monetary unit of Japan?
- Dad.
- Point of compass.

Yesterday's Solution.

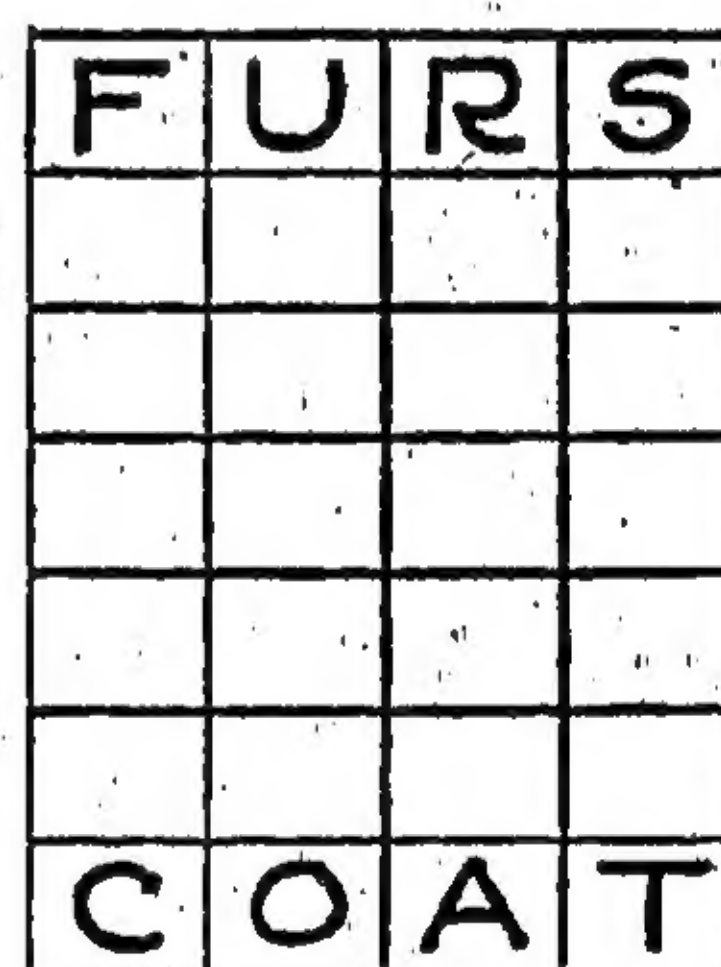


BUSTER KEATON.

BIG NEW COMEDY COMING HERE.

As many laughs as can be crammed into seven thousand feet of film together with romance, thrills—these are some of the elements which go to make up the year's surprise comedy, "Steamboat Bill, Jr.," which stars Buster Keaton and presents a number of noted supporting players headed by Ernest Torrence. "Steamboat Bill, Jr." will be the feature attraction at the Queen's Theatre from Thursday to Saturday next, according to a special advertisement in this issue. A fast-moving story of river life, it presents Keaton in his funniest role. Photoplay-goers who invariably associate Torrence with villainous parts are due for a shock when they see him in his portrayal of Buster's "hardboiled," swashbuckling father, a modern river pilot with a hatred for mollycoddles, and with a penchant for getting into trouble. How his son, "Steamboat Bill, Jr.," as played by Keaton, turns from "sap" to hero, wins the town belle, and finally effects a number of thrilling rescues during a sensational tornado and flood are only a few of the extraordinarily funny situations in this big comedy. The settings are spectacular, and the climax, a roaring cyclone, is one of the most realistic scenes of the kind ever filmed.

LETTER GOLF.



- The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to Hen, in three strokes, COW, HOW HEW HEN.
- You can change only one letter at a time.
- You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.
- The order of letters cannot be changed.

One solution is printed on another page.

Glady's Hickman, 13, of Shaftesbury-road, Gosport, died after running in a 100 yards race at Gosport recently.

FRECKLES AND HIS FRIENDS

An Optical Illusion

By Blosser



Fresh Stocks of Clark's Bath Salts Marmola Tablets (Well-known Fat Reducers)

THE COLONIAL DISPENSARY

14, Queen's Road, C. Tel. C. 1877.

IT NEVER VARIES!

DEWAR'S

SCOTCH WHISKY

of great age.

"WHITE LABEL"

and

"VICTORIA VAT"

As supplied to the House of Lords and House of Commons.

SOLE AGENTS:

A. S. WATSON & Co., Ltd.

Bring them up in an atmosphere of music



As THEY play around the house, let them absorb the influence of good music. It's surprising how much they pick up. And you never can tell how much it will mean to them later in life.

That's only one of the advantages an Orthophonic Victrola will bring your home. It will brighten the house with song and melody, and furnish constant entertainment to your guests and yourself. And our plan of deferred payments makes it so easy to own one of these instruments. Come in. Look them over. Hear the special records for children and the latest releases for grown-ups.

S. MOUTRIE & Co., Ltd.
(Victrola Distributors.) CHATER ROAD.

DEMONSTRATION

WITH
"TOTAL" FIRE EXTINGUISHERS

WILL TAKE PLACE ON

TUESDAY, AUGUST, 28th.

at 5.30 p.m.

IN THE COMPOUND OF THE
CENTRAL FIRE BRIGADE

Des Voeux Road Central.

MOTOR CAR OWNERS

A MOTOR CAR IN PERFECT
RUNNING ORDER AND CON-
DITION WILL BE SET ON
FIRE AND EXTINGUISHED
WITH THE MOTOR CAR
MODEL.

"AUTO-TOTAL"

KELLER, KERN & Co., Ltd.
10/1 CONNAUGHT ROAD, C.

ACKNOWLEDGMENT.

Mrs. Y. K. To and family tender sincere thanks to their relatives and friends for the many kind expressions of sympathy in their recent bereavement, also for floral tributes sent and attendance at the funeral.

The
Hongkong Telegraph.

SATURDAY AUGUST 25, 1928.

THE MILITARY CONTRIBUTION.

The question of the Military Contribution is at the moment arousing considerable comment in Singapore, mainly by reason of a fear that the Colony may be called upon to bear a greatly increased burden in consequence of developments in connexion with the new Naval Base. It appears that a "secret despatch" has been received from the Secretary of State on the subject, and whilst some of its contents have been disclosed, many important points remain to be elucidated. The Military Contribution, of course, is designed also to cover the cost of naval defence, just as it is here, and it is calculated in both Colonies on the basis of 20 per cent. of the Colony's revenue. There is, however, a proviso that if the actual cost is less than the 20 per cent. of revenue, the Colonies shall only be liable for the lesser sum. In the case of Hongkong, we believe that the full 20 per cent. is always exacted, because this amount is said to be insufficient to meet costs. In Singapore, however, the defence costs hitherto appear to have been the smaller sum, but there is now a fear that by bringing certain aspects of the Naval Base scheme into the computation, the full 20 per cent. will be demanded. It is mainly on that ground that the opposition to the Imperial Government's proposals have arisen.

It is interesting to note that when the 20 per cent. basis was first applied to Singapore, in 1899, the Secretary of State laid it down that the Military Contribution should be solely for the purpose of meeting the defence of the Colony, whereas the latest decision of the Colonial Office is that the Colony should pay for the full ordinary cost of the Garrison, including any military personnel added to the Garrison as the new defences are gradually manned, and including the cost of maintenance of the defences, old and new. The 20 per cent. limit, however, remains, but Singapore fore-

sees that these additional charges are likely to make the full contribution more than probable. One journal points out that the Colony did not desire the distinction which has been thrust upon it by the Naval Base project, but that it accepted the strong case put forward, and what is more, behaved patriotically in making a free gift of the site. In return, it is proposed to exact taxation on a scale which is a much higher percentage of revenue than that paid by the Imperial Government for the fighting services. One of the suggestions put forward by the unofficial members of the Legislative Council now is that the existing Ordinance dealing with the subject should be repealed and that the defence contribution for each of the next five years should consist of one-fifth of the total amount paid in the five years immediately preceding the commencement of work on the Base, the matter to come up for reconsideration in 1933.

Apart from the question of the precise amount which Crown Colonies should pay under the Military Contribution, there has long been a growing feeling that the basis on which it is reckoned should be altered. A former Governor of Singapore, Sir Frank Swettenham, recently declared that a succession of Governors up to his time opposed the method of calculation. That was long before any question of possible additions to naval or military strength had arisen. Here in Hongkong, we have long been in the position, though possibly to a lesser degree, that Singapore foresees the probability of being. As a naval and military station, we have troops and warships stationed here really far in excess of the actual defence needs of the Colony itself. In other words, Hongkong is the principal base of the Forces in the Far East. That being the case, the cost naturally comes to a far greater sum than 20 per cent. of our revenue. Moreover, there is the additional fact to be borne in mind that the naval and military strength of the China Station has, in consequence of Far Eastern unrest, been materially added to in recent years. The point therefore arises as to the fairness of an extension of the original object of the Military Contribution to cover changes in Imperial policy which could not have been foreseen when the arrangement was first concluded. The time has undoubtedly come when the whole question of the Military Contribution should be revised, and we are not without hope that this will be one of the matters which H. E. the Governor will take up with the Home authorities during his stay in England.

Spain Offended.

National dignity is a leading factor in the preservation of international amity, but it seems ludicrous that had feeling should arise over the great Peace Pact. The attitude of Madrid, however, leaves no doubt that Spain is deeply offended by the supposed slight of the United States Government in omitting to invite Spain to become an original signatory of the Kellogg Treaty, particularly as by a gentle hint, Madrid had almost invited herself. Possibly the U.S. State Department has not been very tactful in its handling of a rather delicate situation. Instead of putting Spain in her place, as it were, Washington might easily have pointed out that the Great Clock Hall of the Quai d'Orsay has limited accommodation, and that an end to the list of invitations had to be made very early. Spain's unofficial reply is an argued right to sign the pact in view of her intention to build a number of warships in the near future which will make her the sixth Naval Power. We can only presume that this explanation has been made in order that too much stress should not be laid on the fact that Spain is not at the moment a potential war-maker. There is a certain amount of justice on both sides. America may very well argue that war between the great Powers is the first essential consideration to be guarded against, and that the Pact should therefore be confined to this.

DAY BY DAY.

THE THAT WILL HAVE CAKE OUT OF THE WHEAT MUST NEEDS TARRY THE GRINDING.—William Shakespeare.

The E. and A. Company's s.s. Tunda left Moji yesterday and is due here on the 29th instant.

The Post Office announces that owing to the fire on the s.s. Sui Tai no afternoon mail will be sent to Macao until further notice.

The Government is inviting tenders for the erection of guide pilings in connexion with a hydrographic survey of the harbour.

In the special article which appears in to-day's Motor Works Supplement, "The Morris Works Visited," the number of workmen engaged should be given as 4,000 instead of 400.

The case against the house coolie who was shot by a detective last Saturday night has been fixed for hearing before two Magistrates on Friday afternoon. The defendant, who was employed at No. 4, Cox's Road, was charged with being in possession of a revolver without a permit.

About Hong Kong.

Do you know that—

There is a Terrace in Hongkong named after a piracy? This is Chiao Terrace. History has it that "piracy during 1863 was very rife on the neighbouring coast and in the Formosa Channel. Some of the pirate junks had English and American hands on board and for the apprehension of any of these the Government offered a reward of \$1,000. "At the close of the year, the Danish brig Chiao, while in Lyceum Passage, was attacked by pirates, who murdered most of her crew. "The affair so close in to the harbour caused a great sensation, and the builder of a new terrace, off Peel Street, named the building after the tragedy.

Three further lots of Crown land are to be offered for sale at the P.W.D. office on September 10th. They are Kowloon Inland Lot 2136, Mong Kok Tsiu (area 9,864 square feet and upset price \$22,194), New Kowloon Lot 1155, Shamshui (1,850 square feet, \$2,325), and Kowloon Inland Lot 2137, Mong Kok Tsiu (1,090 square feet; \$1,635).

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parentheses indicating deaths in parentheses: Plague, Bombay (1), Calcutta (6), Rangoon (2), Penang (1); Cholera, Bombay (2), Calcutta (18), Madras (66), Rangoon (1), Vizagapatam (13), Pondicherry (3), Batavia 1, Bangkok 1, Penang 1 (1), Canton 2 (1); Small-pox, Bombay 3 (2), Calcutta 3 (3), Madras 13 (5), Mouleim 3 (2), Negapatam 8 (4), Vizagapatam 2 (1), Pondicherry (2), Belawan 2 (1), Pontianak 1, Sourabaya 3, Penang 2 (2), Shanghai (1) and Dairen 1 (1).

LAWN BOWLS CHAMPIONSHIP.

SEMI-FINAL STAGE NOW REACHED.

The semi-final stage has now been reached in the Lawn Bowls Championship of the Colony. Last evening J. Gibson beat E. W. Hoggins by 21 to 14, and therefore qualified to meet J. Ferguson in the semi-final. The other semi-finalists are R. Duncan and A. R. Clark.

them in the original instance. Spain can reply that big wars start with little wars, and that any nation voluntarily expressing a desire to be "in the swim" should be extended a hearty welcome. The nearest analogy we can draw to the position is that of a small boy told to run away and play by his brothers, who have no wish to be bothered with knickerbockers on one of their important jaunts. Spain, we are not surprised, finds the role extremely distasteful and has, therefore, pointed to her impending acquisition of long trousers in the shape of a bigger Navy. We shall be much surprised if the quarrel is to be taken more seriously than this.

LETTERS FROM HONGKONG.

19.—The Art of Entertaining.

Our amusements in Hongkong are, in general, not unlike those in any other part of the globe, but there are one or two diversions which run particularly strong here; as for instance, bathing, and entertaining each other to dinner. For the delights of sea bathing it would be hard to beat this little Colony, with the warm water, its delightful sandy beaches, its freedom from sharks, and its display of neat and gay, but not extravagant bathing dresses. I have seen a very respectable Chinese lady who, putting a dressing gown over her bathing dress, was much too refined to take it off, and entered the water fully robed. She was not a swimmer. But you may search in vain for the methods of the Tonkin ladies who, according to the French Consul, there, bathe in a nightdress which, as they enter the water, floats up as gradually around them in such a manner that, in the words of the descriptive Frenchman, "nothing declares itself."

We do not always bathe from the shore. Those who like that sort of thing, take a launch and far away to some bay or other where they plunge in over the side, and after wards sit about on deck, sipping either tea or something else, while as often as not, the boat rolls gently on an oily swell. And of course, whether it is bathing, or dinner, or anything else, we talk. As likely as not it will be somebody's aim to convert the affair into a "cheery party." One may be unfortunate, like Lady Margaret Fordice, who said of the Duchess of Cumberland in George III's day that, after hearing her talk for half an hour, one ought to go home and wash one's ears. "She belonged to that class of women who have never blushed in their lives, who, because they have done nothing, take the liberty to say anything." But as a rule it is no worse than the kind of thing Voltaire feared when he said, with reference to "cheery parties," "In Zedig: "He assembled at his house the most worthy men, and the most beautiful ladies of Babylon. He gave them delicious suppers; often preceded by concerts of music, and always animated by polite conversation, from which he knew how to banish that affection of wit, which is the surest method of preventing it entirely, and of spoiling the pleasure of the most agreeable society."

But we must not be too captious. Conversation is the nursery of ideas, and if the furniture is somewhat meagre and ill-assorted, we shall do little good by breaking it up. And there are always books—

There are several quite good libraries in Hongkong. That at the Hongkong Club is noticeably so, and well run. The others neither quite so good nor so well run. The reading public here, as run. The reading public here, as elsewhere, is divided into two main classes: (a) those who do not read the good books (this is by far the larger class, as in London), and (b) those who take out the good books and don't return them. In one excellent library that I know of, both *Jew Suss* and *The Ugly Duckling* have gone leaving no trace, not even an entry in the issue book. Of course these books, though good in their way, are of a class peculiarly susceptible to this curious behaviour.

But I suppose clothes is the most universal topic of all. No doubt the Pigmies of Africa spend interminable hours discussing the number of twists and the colour of the heads in their waist-belts. The Wahabes, who have been causing trouble to Irak, Kowet, and Transjordan are (according to the Baghdad correspondent of the *Times*) the Puritans of Islam. One example he gives of the strictness with which they interpret the tenets universal to the religion, is that of a preacher of the sect who saw a man go by wearing a silken head-dress. "Allah will forgive murder, theft, and adultery," said he, "but not the wearing of clothes like that."

The other day we had a dinner party to which we looked forward with a certain amount of apprehension, but which actually passed off successfully and with well-restrained hilarity. The trouble is that with the exercise of quite a small modicum of tact, it is impossible for a "newcomer" in this small Colony to invite people to meet anyone to whom they are not already well known. We realised this trouble beforehand, and if we had not, it was well brought home to us by circumstantially reported remarks, as soon as the composition of the party—a very homely affair—was known.

We chose, in consultation with our landlady, what we thought was rather an attractive menu. When the soup arrived, Ah Chai was

about to start in the wrong place, I corrected him, pointing to the lady on my right. "Oh, I never take soup," she said hurriedly. At there are one or two diversions which run particularly strong here; as for instance, bathing, and entertaining each other to dinner. For the delights of sea bathing it would be hard to beat this little Colony, with the warm water, its delightful sandy beaches, its freedom from sharks, and its display of neat and gay, but not extravagant bathing dresses. I have seen a very respectable Chinese lady who, putting a dressing gown over her bathing dress, was much too refined to take it off, and entered the water fully robed. She was not a swimmer. But you may search in vain for the methods of the Tonkin ladies who, according to the French Consul, there, bathe in a nightdress which, as they enter the water, floats up as gradually around them in such a manner that, in the words of the descriptive Frenchman, "nothing declares itself."

Fortunately we had provided a fair selection of courses, so our poor guests were not actually starved, and in due course the ladies withdrew to the room, where I gathered Mrs. R. discussed amiably, absentmindedly, and more or less interminably about some subject the purport of which nobody actually divined, while Mrs. P. (who I fancy classes Mrs. R. amongst what she is pleased to call "those Roomings") sat apart, gazing about her and humming *sotto voce* but quite distinctly.

Later, we played a card game with meticulous attention to its extraordinarily simple rules, but no money passed. I have not since heard of any complaints, but judging by the reports of subsequent parties given by other people, I have no doubt they were vented. There have been two dinners recently. The first was reported by Mrs. P. to be a dreadful old-fashioned affair. They just sat round afterwards and listened to the gramophone. At the second Mrs. P. said they played some rotten gambling game. Mr. P. did not mind the gambling game. He said the only thing he had to complain of was the wine. There was, he said, too much, and too great a variety.

Through Mrs. N. comes the hectic tale of when the Manager went to call on Mrs. R. Mrs. R. said she wasn't dressed to receive callers. It was awful. She thought he would never go. He would talk to her about his own children. Presently she asked if he would like a cup of tea. The Manager said he wouldn't think of giving her such trouble, but Mrs. R. went and told her "boy" that No. 1 masher had come and he must produce a No. 1 tea. The "boy" duly turned up. Mrs. R. said, with the filthy old-tea cloth that they always used themselves. She whisked it away from him and substituted a clean one. Then the new baby started yelling. The Manager said she wasn't mind; he was a father of a large family himself. He is a large kindly faced man, with whitish hair.

Eventually the "boy" brought in the most disgusting tea. The worst thing had ever had, Mrs. R. said. She said she kept on apologising but she didn't know what the Manager must have thought.

"Whenever Mr. R. is out, somebody comes to call," said Mrs. R.

Q. is a not too prosperous business man, with a rather unattractive wife and two daughters of almost marriageable age, with no qualifications, education, training, or money. To them comes, with supposed some idea of paying attention to some of the daughters, a Vice-Consul, nationally unknown, but passing as the nickname of Count, because he has a beard. He called the other day, and at sight of him the two daughters scuttled upstairs leaving their mother to face the visitor alone. After some conversation, the Count suggested that Mrs. Q. might care to come for a spin in his car. Mrs. Q. said she didn't think she could possibly come out alone.

"Well," said the Count, "What about your daughters? I know they are upstairs." Mrs. Q. went up to see; but the two daughters announced that they were damned if they were coming down for the old-blighter, or words to that effect. Mrs. Q. then went to seek the assistance of her spouse, a forlorn move as she probably realised beforehand. Q. said the Count could "go to help" if he liked for all he cared, and jumped into bed.

This was the lovely gentleman who when his wife one day organised some sort of party at their home, arrived back to find certain cakes, minerals, and such like necessities being delivered.

"What is all this?" asked the worthy man. "I never ordered these. And what I haven't ordered I don't pay for."

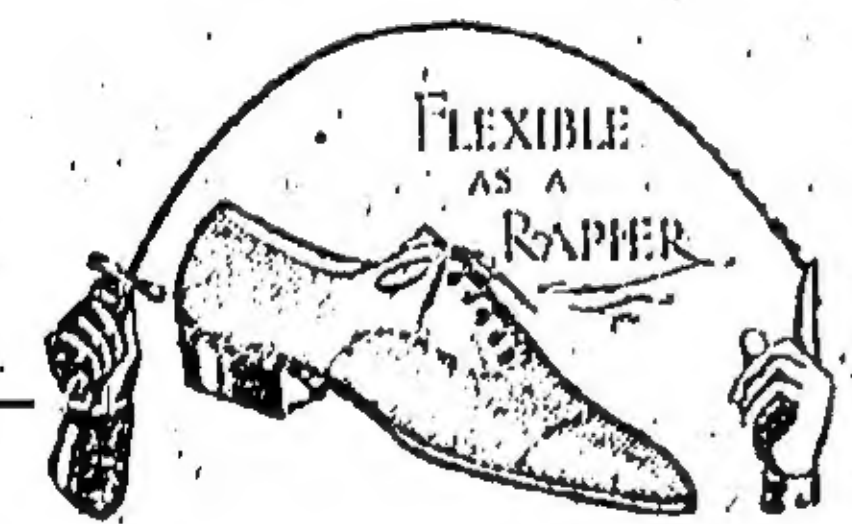
Remonstrance, and I believe even tears, were useless. There was nothing for it but to send the cakes and minerals back to the caterer, and send hurried messages to the guests to say that the party would not take place after all.

This is the sort of thing that brings it home to one more than the heat, the crumbling orange granite, the Chinese signs, more than the sight of faces that after a very short while we have to remember are unfamiliar, that we are in a foreign land.

Zim.

Tenders are being invited for the construction of a school on a new site at Wongneichong, the removal of the old buildings to gether with any contingent work.

Oakmore Flexible Shoes.



3893A

The Shoe with a light Flexible sole, as pliable as a piece of rubber, smart pointed toe.

The ideal Shoe for Summer wear.

Black or Brown.

\$19.50 a pair.

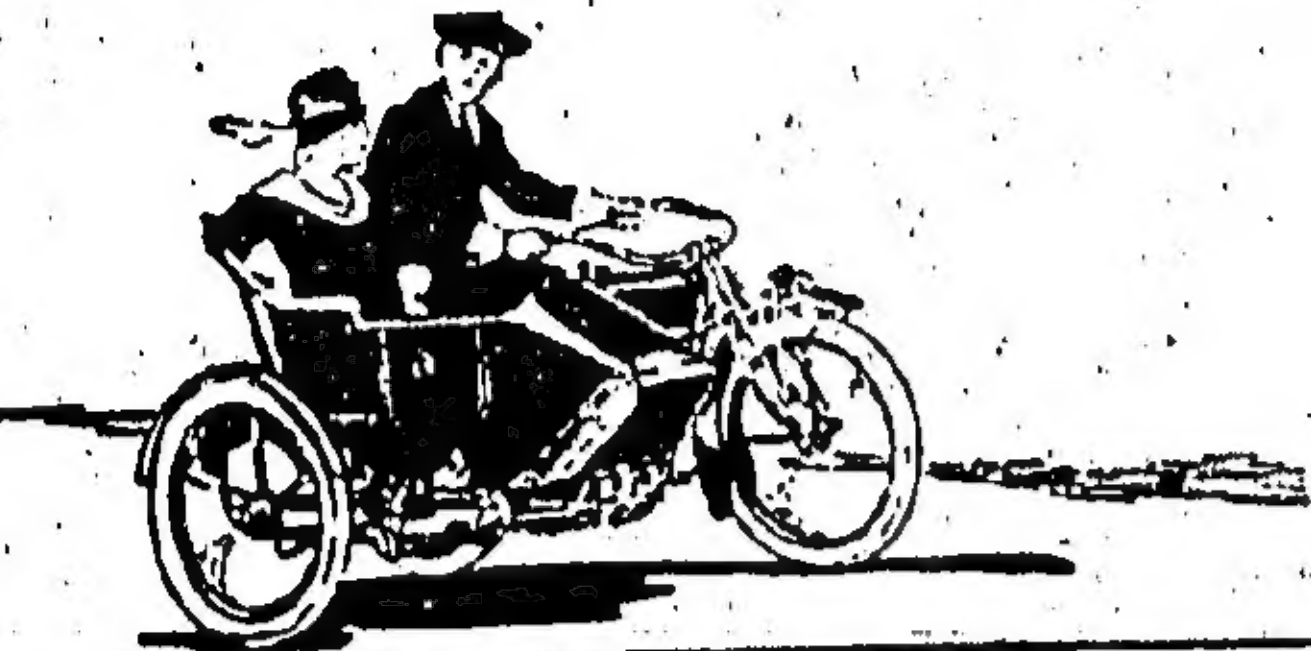
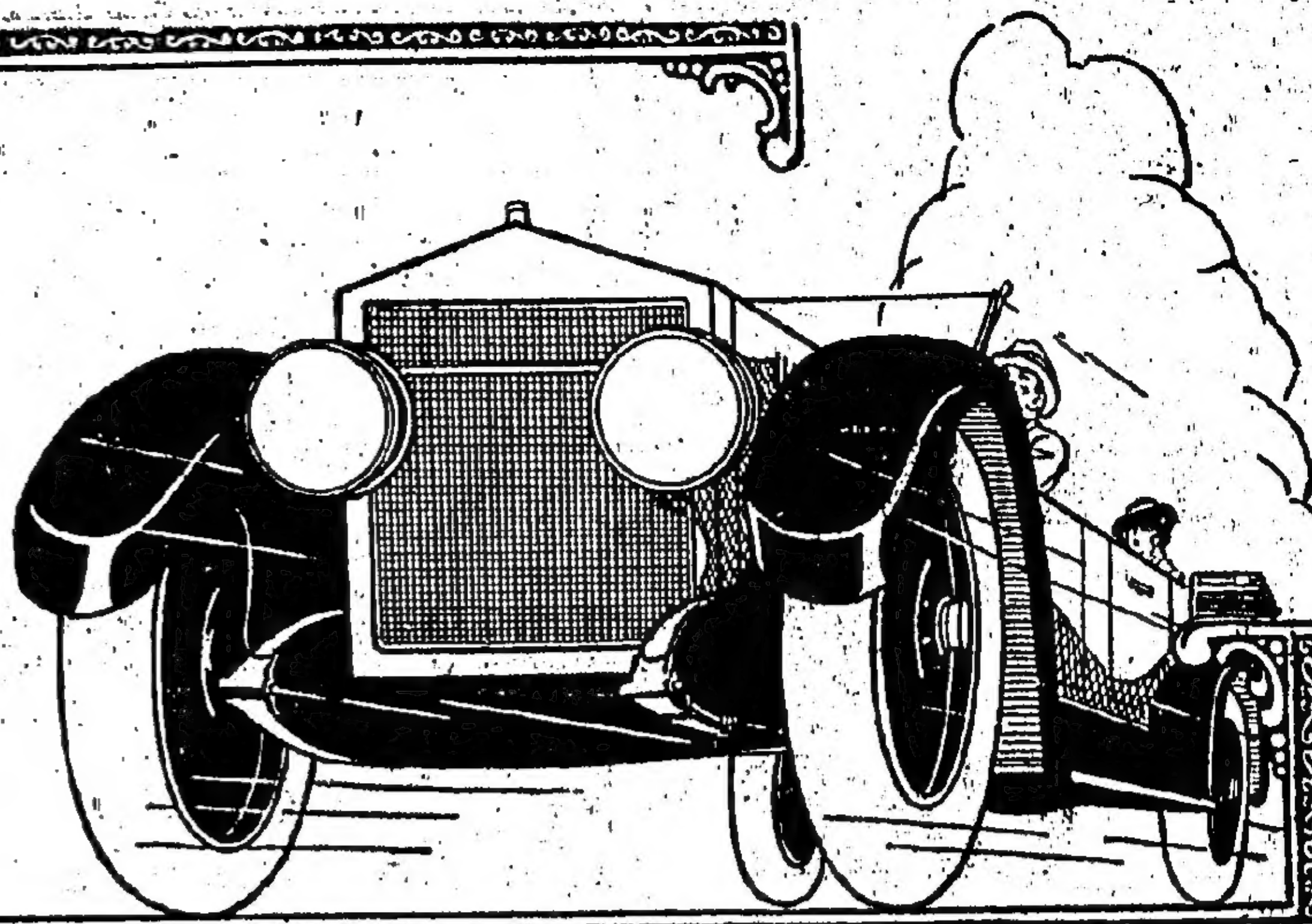
We recommend Melfonlan Cream—It preserves and polishes Good Shoes.

Lane, Crawford, Ltd.

Men's Footwear Stylists.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY, 25th AUGUST, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Sheko Road.

We note with pleasure that workmen are now re-surfacing a portion of this road. For the first mile the condition of the road is excellent, then there is a bad stretch, while at the far end the surface is fairly good. We should like to see the whole thoroughfare as good as the first mile, and hope that work has commenced, we hope that a thoroughly good job will be made. Garage Shortage.

The building of the new Peak Garages is progressing favourably, and when available, these buildings will be greatly appreciated by some owners who are compelled to leave their cars on the road all night. We understand that further garages will be erected in the vicinity of the new flats.

Hongkong's Motor Buses.

We notice that work has already commenced along Queen's Road in connexion with the erection of "Stop" signs for Hongkong's new motor bus service. Two shipments of the new vehicles are already on the way, and it is hoped to commence the full service within a month or two. The want of an up-to-date passenger service running parallel with the tramway service has long been felt, and it is a matter for congratulation that the future service should represent the latest and best in modern automotive transportation.

Silencer Certificates.

A practical innovation has been made by the Automobile Association at Home by the issuing of certificates of motor cycle silencer efficiency. This scheme for certifying the methods of silencing motor cycles has received the support of the British Motor Cycle Manufacturers' and Traders' Union, and will confer a substantial benefit on motor cyclists.

The efficiency of the silencing device will in every case be the subject of a thorough test and subsequent certification by a panel of Engineers appointed by the Association. The scheme will assist in protecting motor cyclists against unjustifiable prosecutions, and encourage the production of motor cycles which fulfil the requirements of the law.

Stubbs Road Traffic.

There are still numbers of instances of dangerous driving reported from Stubbs Road, and many drivers persist in ignoring the white lines, and taking bends on the wrong side. The excessive speed indulged in by such drivers explains the difficulty in keeping well over to the left, which points to the necessity for effective police action against such offenders. It must always be remembered that the driver who takes unnecessary risk is not only a danger to himself and those in the car, but a distinct source of danger to the ordinary careful motorist. Those who do obey regulations should not be exposed to risks caused by the carelessness of others, and observation, particularly on the thoroughfare in question, clearly indicates that a few examples should be made of these reckless motorists.

City Bound Cars.

Some of the downward traffic should ease up considerably, especially near the junction of Magazine Gap where there is space for a dozen cars to park. This immediate locality is a controlled area, although but few drivers appear to realise it. The control was probably enforced before the widening was effected, but on account of the new car park, the utmost caution should still be exercised when passing the Gap on the downward route.

Twenty-five Years.

The Buick Motor Company is this year completing twenty-five years' successful manufacture of motor cars, and although an unusually high standard of progress has been constantly maintained since the Company originated,

special efforts have been made this year to mark the quarter century of Buick development. Reports from the United States and other countries indicate that the 1929 models have been greeted with hearty approval. Moreover, those who have ridden in these latest productions speak well of the new responsiveness, due to the complete redesigning of the famous Buick engine. Not only that, but twenty-eight major mechanical improvements have been made with a view to stimulating Buick to new heights of leadership among luxurious types of motor cars. A selection of these new models is expected in Hongkong in the near future, and we expect that not only present Buick owners, but other motorists as well will gladly avail themselves of an opportunity for inspection.

Exhilarating Sport.

"Small runabout motor launches are becoming increasingly popular at English seaside resorts, and one sees many of both the outboard and inboard types capable of speeds usually varying between sixteen and twenty miles per hour. The sport is certainly exhilarating, and, thoroughly reliable launches can be purchased at a moderate figure. Some residents in Straits Settlement ports have recently become enthusiastic owners, and speak in glowing terms of the refreshing nature of a spin in the cool of the evening. The more daring spirits revel in surf-bath riding, and for those who relish a thrill, the new sport is decidedly attractive. The small outboard motor is the most economical type, although the low priced speed launches such as the "Allan Craig" appear to enjoy wide popularity. It is quite surprising that the craze has not taken on in Hongkong, but doubtless it will come into vogue sooner or later. There are many evenings, especially during the hot months, when a run out to some of the popular bath beaches or bays would be most enjoyable, while during rough weather, the comparative lightness of these craft would allow them to be hauled up on a beach or slipway out of harm's way.

German "Joy Flights."

Arrangements have been made by the Automobile Association whereby British motorists touring in Germany may undertake flights over the cities of Berlin, Essen, Hamburg, Frankfurt-am-Main, Cologne, Halle, Leipzig and Munich. These flights may be made every day over Berlin, and in the case of the other cities, by notice being given to the Aerodrome. The charge is from 12s. to 15s. per person, according to the number carried. It is often a cause for regret to motorists that they are unable to see more of a city during a brief visit, but by aid of the aeroplane a rapid survey can be made.

MAKES CITY GROW.

Since 1904, when the Buick Motor Car Company first started operation there, the city of Flint, Mich., has increased its population about 1000 per cent. The population in 1904 was about 15,000 persons.

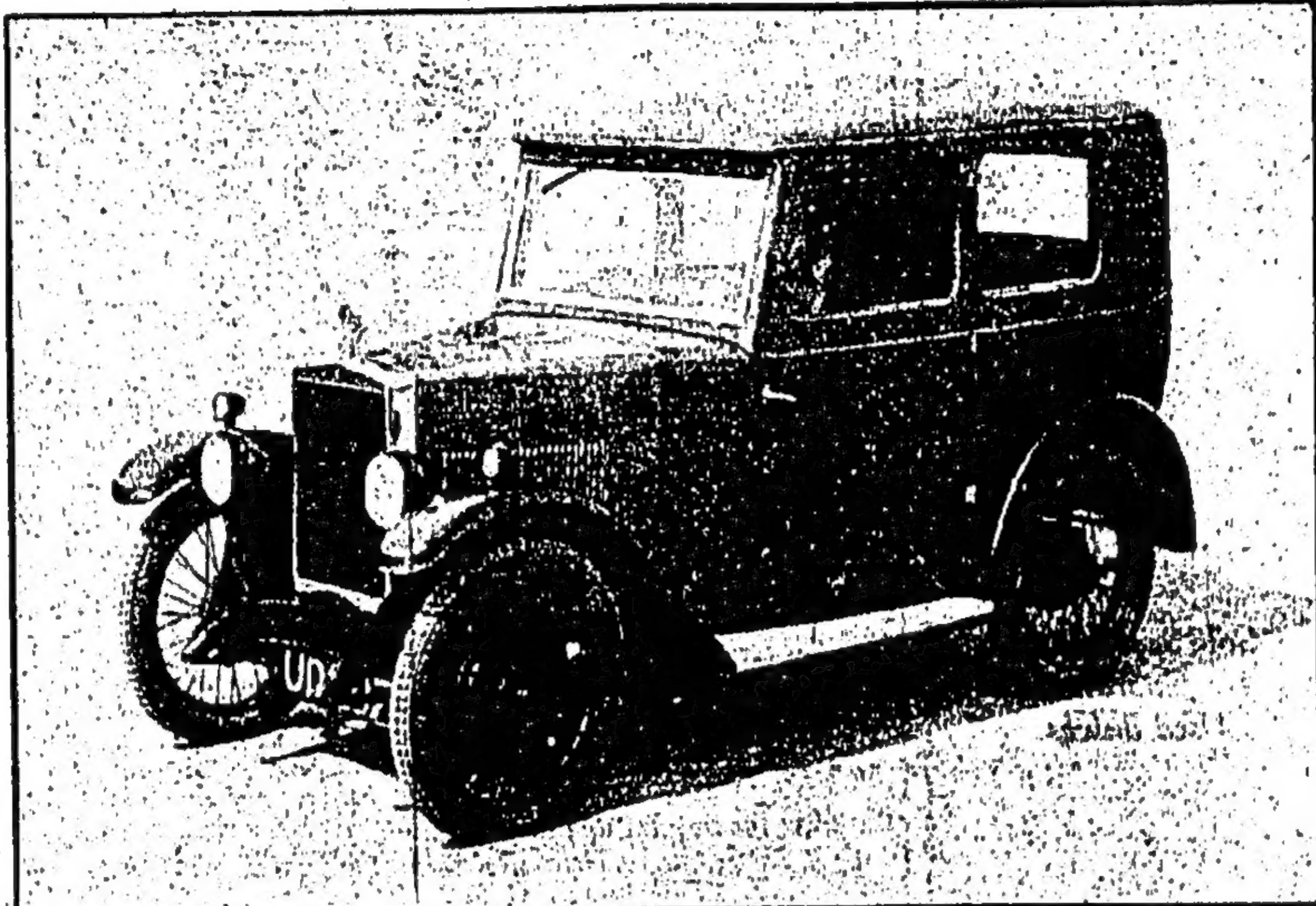
STATES GET BIG CUT.

The average gasoline tax in the United States is 3.23 cents a gallon. Five cents, in five states, is the highest, and two cents, in 13 states, and the District of Columbia, is the lowest.

THIEVES PUNISHED.

Automobile thieves had meted out to them last year, in the U.S. courts, sentences totalling 2,798 years and fines amounting to \$33,297.

BRITAIN'S LATEST MINIATURE MOTOR CAR.



An exclusive photograph of the "Morris Minor," an extremely smart little vehicle now in production at the Morris Works, Oxford. A special article on the Morris Organisation appears elsewhere in this issue.

"A ROLLS-ROYCE PLEASE."

Hongkong Deal Recalled.

The following news item which appeared in the local Press during the week, recalls an interesting Hongkong incident at the time when Lieut. Osborne E. Wood had reached the pinnacle of his meteoric financial career. "Osborn Wood, formerly an army lieutenant and one-time participant in sensational Wall Street raids at long distance, has been working in the Pecos mine at Albuquerque for a wage of \$2 a day." During the latter part of 1923, a smartly dressed American with a typically military bearing walked into the office of the manager of the Hongkong Hotel Garage Department, and in a most matter-of-fact tone, as though he might have been enquiring for a tie or collar stand, asked—"Believe you represent Rolls-Royce cars?" "That is so," replied the manager.

"How much?" It was pointed out that the price depended on what particular model was desired, whereupon the mysterious enquirer thought that a seven passenger touring model would do.

The price of \$3,000 was quoted, and the manager received something of a surprise when the American said—"Guess that'll do. Send it to me at the Manila Hotel as soon as you can."

"Certainly!" Replied the manager, "But . . . er . . . the usual references or a substantial deposit will be necessary." "Guess I'll pay for it now" was the reply, but after consulting his cheque book, the customer wrote out a cheque on a local bank for half the amount, handed it over to the astonished manager, and departed as hurriedly as he had entered, with the final instructions, "Bring it to Manila soon as you can and I'll hand over the balance."

The whole transaction had taken only two or three minutes, and such details as colour, fittings, etc. had not even been mentioned.

Hurrying after the customer, the manager enquired what particular colour or finish would be desired. "Guess anything decent'll do . . . or, perhaps you'd better ask my wife." The lady was duly discovered in the hotel, and when asked, casually guessed "blue'll do!" "What about fittings?" suggested the manager.

"Tell 'em to put on every decent fitting they've got!" was the

NEW WHIPPET SIX.

Showing in Hongkong.

On Monday last Messrs. Gilman and Co., Ltd., received the first models of the new Whippet Six—the car which has made such a sensation in America—and these have been on show in the Hotel Savoy where they have been inspected by many interested critics.

The advent of the Whippet Six marks a new epoch in the production of low-priced six-cylinder cars, for it is maintained that without making any concessions either to quality or to detail of construction or to any feature of modern design, a modern six-cylinder poppet-valve motor car has been produced at a cost of less than \$81,000. Those who have inspected the models on view at the Savoy Hotel must have been impressed with the fact that here is a six-cylinder, 7-bearing crankshaft motor car, fitted with all the latest modern refinements such as four-wheel brakes, pressure lubrication, thermostat controlled water circulation, air and petrol filters, shock absorbers, automatic windscreen wiper and rear view mirror, of ray lines and admirable finish—at a price actually lower than many of the four-cylinder cars of to-day. The equipment is unusually complete, and the long low-slung bodies give to the cars an air of distinction.

The engine, rated at 23.4 h.p., but developing up to 43 h.p. on the brake, contains the modern feature of "invar" strut pistons which prevent distortion, and a silent timing chain ensures quietness of running. The complete specification reads as impressive as the specification of most of the higher-priced makes, and it is obvious that the Willys-Overland Company has spared no pains to achieve their object which is to provide a car incomparable in price to any other.

In a trial run taken on Wednesday, a Telegraph representative was impressed by the smooth quiet running of the car, its powers of acceleration and its splendid hill performance.

The roadster is selling in Hongkong for \$1,950, and the Sedan (a luxuriously equipped carriage) for \$2,350.

reply . . . and within a few weeks the manager of the Hongkong Hotel Garage duly drove up to the Manila Hotel in a 40/50 h.p. Rolls-Royce, received the balance of payment, and enjoyed a few days as the guest of a gentleman who is now "working in the Pecos mine at Albuquerque for a wage of \$2 a day."

THE MOTORING BEGGAR.

Matches Sold in London Streets.

An extraordinary story of a man who was said to have been in the habit of motoring more than 70 miles to sell matches in the streets of London was told to the Portsmouth magistrates, when Ernest d'Enton, aged 34, of no fixed abode, was charged with begging.

Police-Constable Wilkins said he saw d'Enton in Arundel-street, Portsmouth, carrying an attache case containing a few boxes of matches. The case bore the words: "My last hopes. Wife and five children. Proofs given."

Inspector Williams said it was alleged that d'Enton used to motor to London, garage his car in the West End, and sell matches outside Messrs. Harrods' and Messrs. Gamage's stores. He obtained, said the inspector, £100 from one man and £40 from the Salvation Army in London. He was a very plausible beggar, and was living with a woman who had five children but was not his wife.

D'Enton was remanded on bail, and told that if he left the city in the meantime he would hear nothing further.

RACE MOTORIST KILLED.

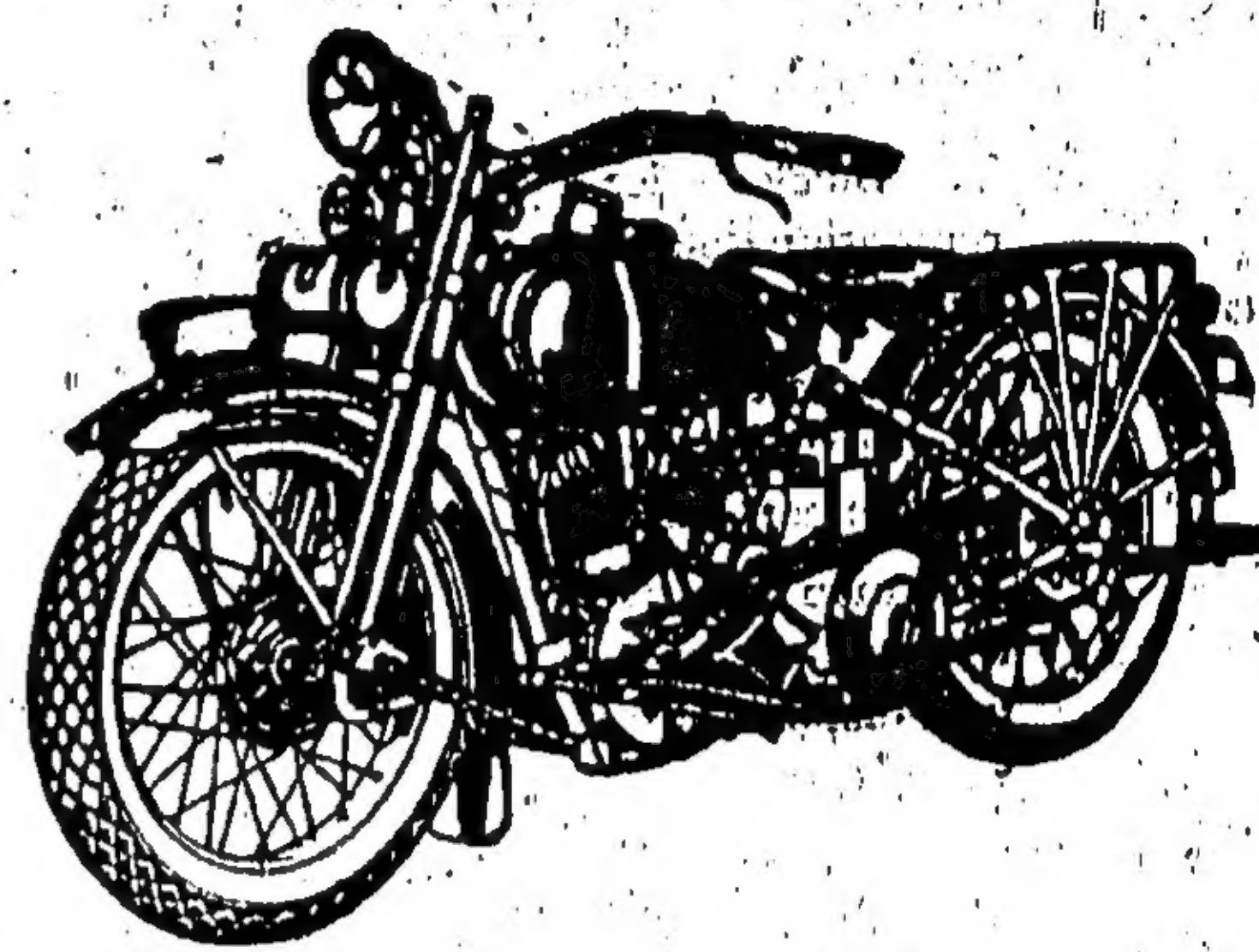
Smash in German Grand Prix.

The races for the Grand Prix of Germany for sporting motor-cars, which were run recently over the difficult Nuerburg Ring course in the Eifel district, were marred by a tragedy.

M. V. Junek, of Prague, Czechoslovakia, who was driving a Bugatti, was killed when his car overturned at a sharp curve. Prince zu Lohningen was injured and had to be taken to hospital when the Amilcar which he was driving was upset.

The Grand Prix for cars of 3,000 c.c. and over was won by Rudolf Caracciola, of Berlin, in a Mercedes-Benz, with which he covered the 500 kilometre course in 4 hours 54 minutes 27.4 seconds (71 1/4 miles per hour).

In the class for cars between 1,500 c.c. and 3,000 c.c. Count Brilli-Peri came in first in a Bugatti, his time being 5hr. 5min. 16.4sec. (62 1/2 miles per hour). In the class for cars between 750 c.c. and 1,500 c.c. H. Simmons, in a Bugatti, came in first in 5hr. 42 min. 62.6sec. (54 1/2 miles per hour).



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He wants to please used car purchasers because he knows that satisfied used car customers are prospective new Buick buyers.

The man who buys a good used car—honestly represented—at a fair price—receives splendid value in transportation.

In his enthusiasm for the car he has bought, and the value he has received, it is only natural for him to look upon the dealer as his friend.

The Buick dealer has many such friends because he represents the true condition of the used cars he offers for sale.

And that is good business—for the Buick dealer, as well as the used car buyer.



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Haven't you always wanted a car where the comfort of an arm chair was maintained mile after mile, throughout a day of rapid travel, over roads both good and bad?

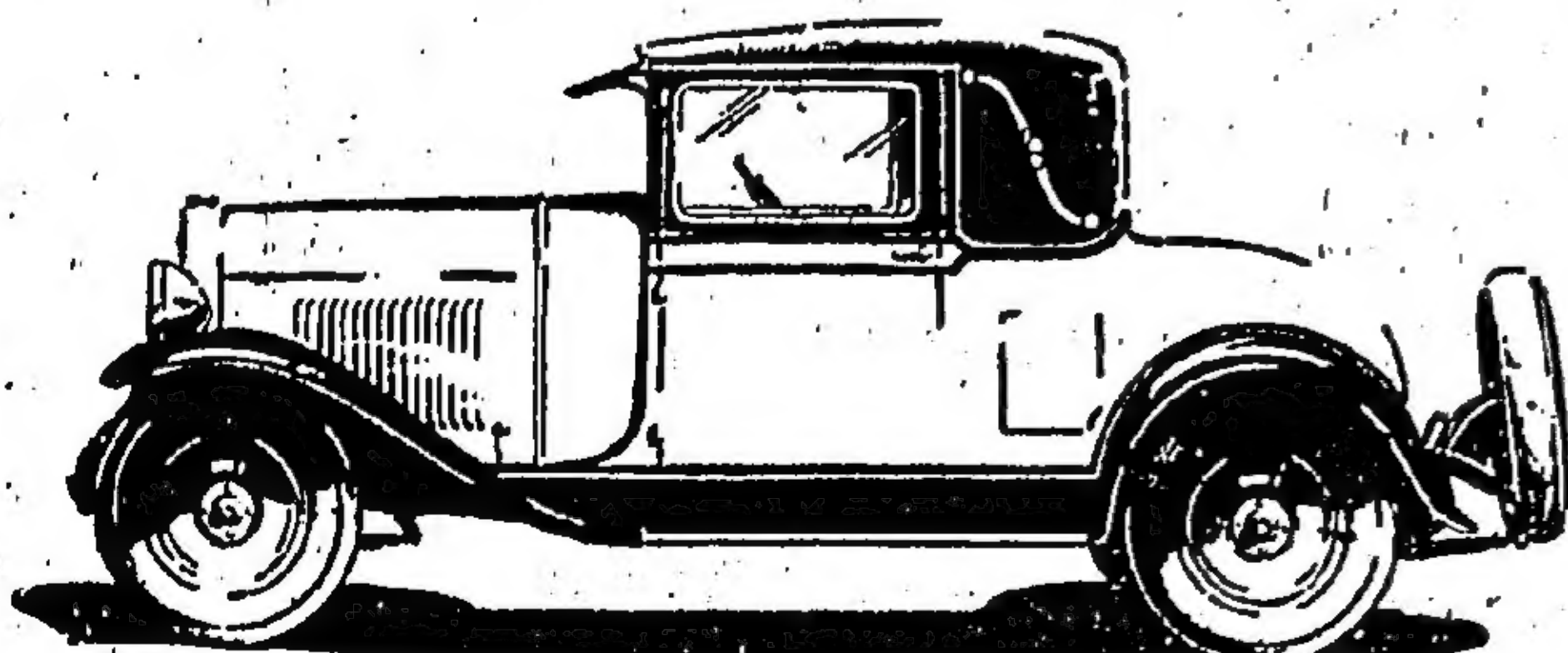
In the New Oldsmobile Six there is room to stretch your legs, the seats are moulded to the form of your back. Springs are long and wide and the hydraulic shock absorbers remove even the small jars.

Here you have comfort and riding qualities built right into the car. They



will not vary as you flash, carefree, past thousands and thousands of milestones.

TOURING	\$2,500
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TWO-DOOR SEDAN	\$2,600
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MOTOR NOTES FROM GREAT BRITAIN.

Latest Items of Interest.
[By "R. A. C."]

A British product which is giving excellent account of itself in the overseas markets is the marine engine, for the growing interest which is being shown in motor boats in Great Britain is extending to many other parts of the world and it is satisfactory to note that manufacturers of both engines and boats are finding a ready outlet at home and overseas for their products.

Following on the recent installation in Japanese Customs launches of Allain Craig Kid 10/16 h.p. and Silent Seven 7/12 h.p. engines, for instance, the department has expressed its satisfaction on the excellent result obtained, emphasizing in particular the smooth and silent running of these engines.

The question of standardisation has received a great deal of attention from the Allain Craig Co., who were one of the first firms to produce a standard utility launch at a really popular price. This has proved so successful that they have now produced a larger boat on similar lines and fitted with their 10/16 h.p. 4-cylinder Kid engine. The hull is 20 ft. long and the seating will accommodate 8 or 9 people if required; yet the boat, complete with engine is priced, at home, at the low figure of £190.

An express cruiser the "De-vonia" has just been completed at Southampton which is equipped with two Sunbeam-Cantalen "Dyak" engines, each developing 96 h.p., and originally designed for small yachts. A number of other yachts have been equipped with the same type, for in use the "Dyak" has proved completely satisfactory for marine use, and as a result there is now a considerable demand for the type.

Building for Special Requirements.

Every now and then British manufacturers are asked to produce vehicles for some special purpose, and very ingenious machines have been turned out. An interesting vehicle has just been built at the Wolverhampton works of Guy Motors to the order of the Crown Agents for bush clearing in East Africa where the Acacia fly is a serious menace to cattle. On a Guy 3-5 ton six-wheeler has been built a "V" shaped grinder arrangement in front fitted with a series of cutting blades. Bush up to six inches thick can be cut and a winch is provided for pulling down trees too large to be otherwise dealt with.

Reliability and Economy.

Reliability is one of the outstanding features of British motor vehicles of all kinds and there are to be found in all parts of the world numerous examples bearing out the claim. Quite recently an operator of a fleet of 35 Commer buses stated that over a period of 6 months they had performed no less than 27,000 complete journeys without a single breakdown. As for longevity there is a 20 year old 4-ton Commer still in service in Sussex, which for 9 years has been used on heavy work and long journeys and is still doing good service.

Every operator of commercial vehicles carefully examines his chassis renewals bill at the end of the year for it affords an excellent indication as to the economy or otherwise of his particular choice of vehicle. A user of Tilling-Stevens "Express" chassis has stated definitely that fifteen pence was the total cost for renewals for a chassis of this type, operating as a 32-seater bus over a period of 12 months, during which it was in continual service. The only renewal required over this period was a valve spring. Surely a record that would be hard to beat.

Tests That Count.

In order to prove the good qualities possessed by the 2-litre 6-cylinder Rover saloon a number of drastic tests were carried out at Brooklands track recently under R.A.C. observation. First it covered the half-mile in top at 3 1/2 m.p.h., later doing the flying mile at 60 m.p.h. So much for flexibility. Next, the Rover towed a similar car up the 1 in 4 gradient, thus demonstrating its power. Later, the car was driven on to the 1 in 4 gradient again and with the clutch out was allowed to run backwards. The engine was then raced and the clutch engaged when the car stopped running back, took up the drive and climbed the hill without difficulty. Again, to show that the clutch was smooth, the driver jerked his foot off the clutch pedal when the car was motionless in top gear and the drive was at once taken up smoothly and progressively.

In every working day Singer cars cover 1,000 miles on the half mile test track which surrounds the new Birmingham works. The track has several sharp bends and crosses two sets of railway lines at which

points the gradient is 1 in 4. Every Singer thus undergoes a thorough test for hill climbing, brakes, springing and general performance and so great has been the mileage covered that although the track was not in use a year ago it has already worn out.

Considering the Owner Driver.

A considerable amount of attention is being focussed now on the six cylinder sleeve valve engine such as is fitted to the 17/50 h.p. Arrol-Aster car. Among the features claimed are extraordinary silence, simplicity, fewer parts, greater accessibility and higher efficiency. Decarbonisation is reduced to a minimum. In these days of anti-carbon motor fuels the inlet ports of such an engine never carbonise, the exhaust ports very little. An Arrol-Aster engine has been run for 20,000 miles without decarbonisation. Further it has great advantages in the matter of replacement, 100,000—300,000 miles having been run without any necessity for replacement whatever.

Wolsleys are very busy at the present time and a large number of the 16/45 h.p. "Silent Sixes" are to be seen on the roads. One of these cars has just been ordered by H.M. The Jam Sahib of Nawanganar, better known perhaps as "Ranjit". The Company, by the way, has made a large contract with the Triplex Safety Glass Co. and can now supply any model of Wolsley car so fitted at very low prices. This is a step towards greater safety in motoring which will be much appreciated.

Increasing Motor Cycle Exports.

A study of the 1927 figures for the export of British motor cycles shows a marked increase in the trade done with European countries which amounted to no less than 28%. It appears that the chief European countries taking increased consignments of British products are Denmark, Switzerland and France. Elsewhere considerable increases were recorded in India, Dutch East Indies and South Africa. It is satisfactory to note, too, that small consignments are now being sent to South America whereas no trade worth mentioning existed there in earlier years.

The export of pedal cycles showed an increase of approximately 10,000 over 1926. India is the largest customer in this branch, with British West Africa next and the Dutch East Indies third.

The motor cycle has penetrated to the uttermost habitable parts of the earth with the possible exception of Bermuda where the law prohibits the use of motor propelled vehicles, and a make which is always very well represented is the Triumph. In Shanghai, for instance, there are 648 machines registered in the International Settlement. These are composed of 64 different makes and British, American, French, Belgian, German and Swiss firms are represented. Yet the number of Triumph machines is 140, a good proportion of the total.

The popularity of Ariel machines has been so great and the demand for a lightweight range so insistent that the manufacturers have decided to produce lightweight models on the same lines as the present 500 c.c. models. A 250 c.c. Ariel, therefore, will soon be placed on the market. This will naturally be a single cylinder and will be manufactured in two models, one side valve and one o.h.v. type, with rockers and push rods. The construction and general line of design will approach that of the 500 c.c. model, but with some modern improvements in detail.

A Successful Make.

A.J.S. machines have been scoring numerous successes in races in many parts of the world. Riding in the International Championship Race at Turin, for instance, Mr. Bandini won the Grand Prix covering the distance of 192 miles at an average of 70.1 m.p.h. With the same machine, a 350 c.c. K7 model he also won the Fascist Championship Race and made the fastest lap of the day.

Mr. Tommy Spinn, riding a 4.98 h.p. A.J.S. in the Dutch Senior T.T. came in 2nd, only 2/5ths of a second behind the winner. He put up the record fastest lap at 76 m.p.h. Again in the Czechoslovakian Grand Prix a 349 h.p. o.h.v. model won the 350 c.c. class in record time and Mr. Spinn on a 4.98 h.p. made the record fastest lap.

Further afield in the Bloemfontein M.C.C. races, the 60 miles Open Handicap fell to a 2 1/2 h.p. o.h.v. model and Mr. Du Toit got first place in the 50 mile race for the A.J.S. triumph with a similar machine.

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RALEIGH, ROYAL ENFIELD,
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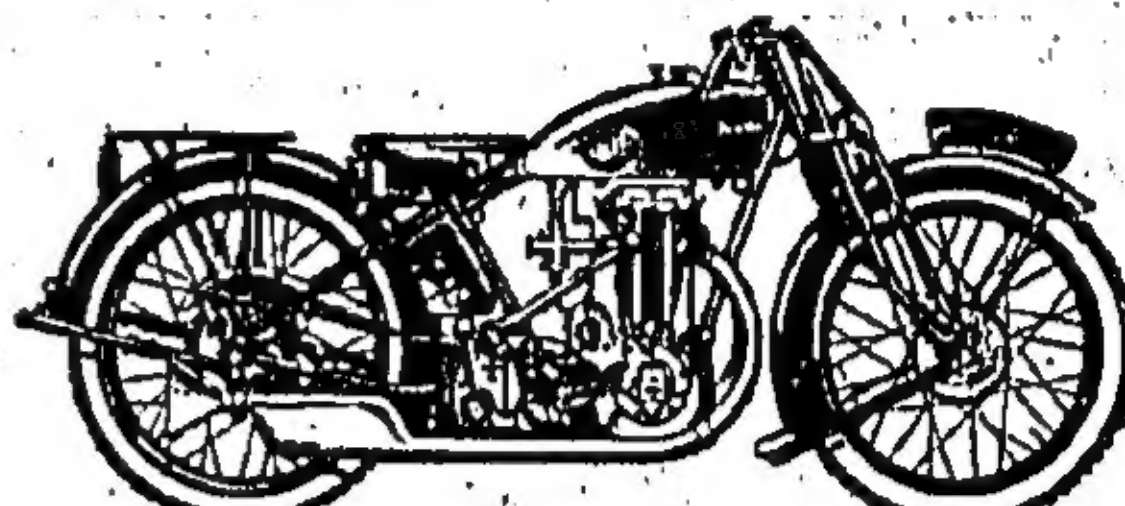
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7-bearing crankshaft with hollowed crankpins, Biljur centralized chassis lubrication, Houdaille and Lovejoy shock absorbers, Blflex-Nash bumpers and bumperettes, chrome plating over nickel for all exterior metal work, double-drop frame, one-piece Salon fenders and longer wheelbase lengths. "I don't think anyone will ever want to use all the speed and power the engine delivers. "If my judgment is worth anything you will find it well worth while to-day to examine this new automobile development with the greatest care."

(Sgd.) C. W. NASH,
President, The Nash Motors Company.

WONG SIU WOON,
SOLE AGENT FOR SOUTH CHINA

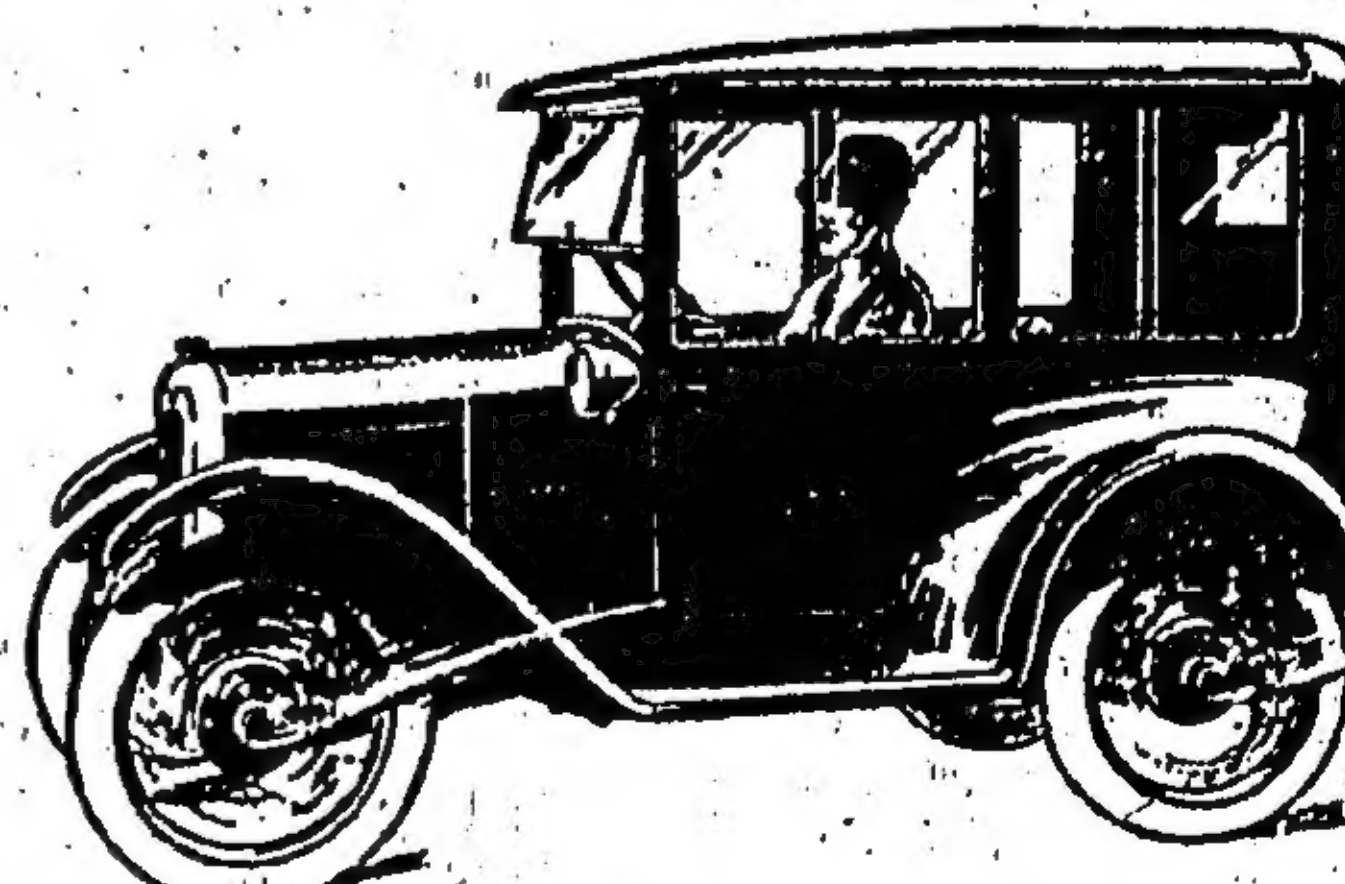
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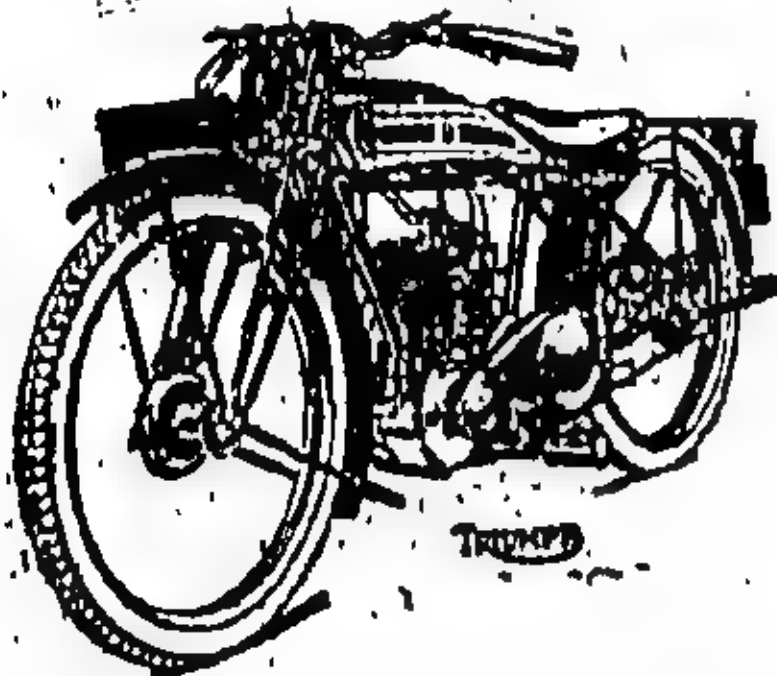
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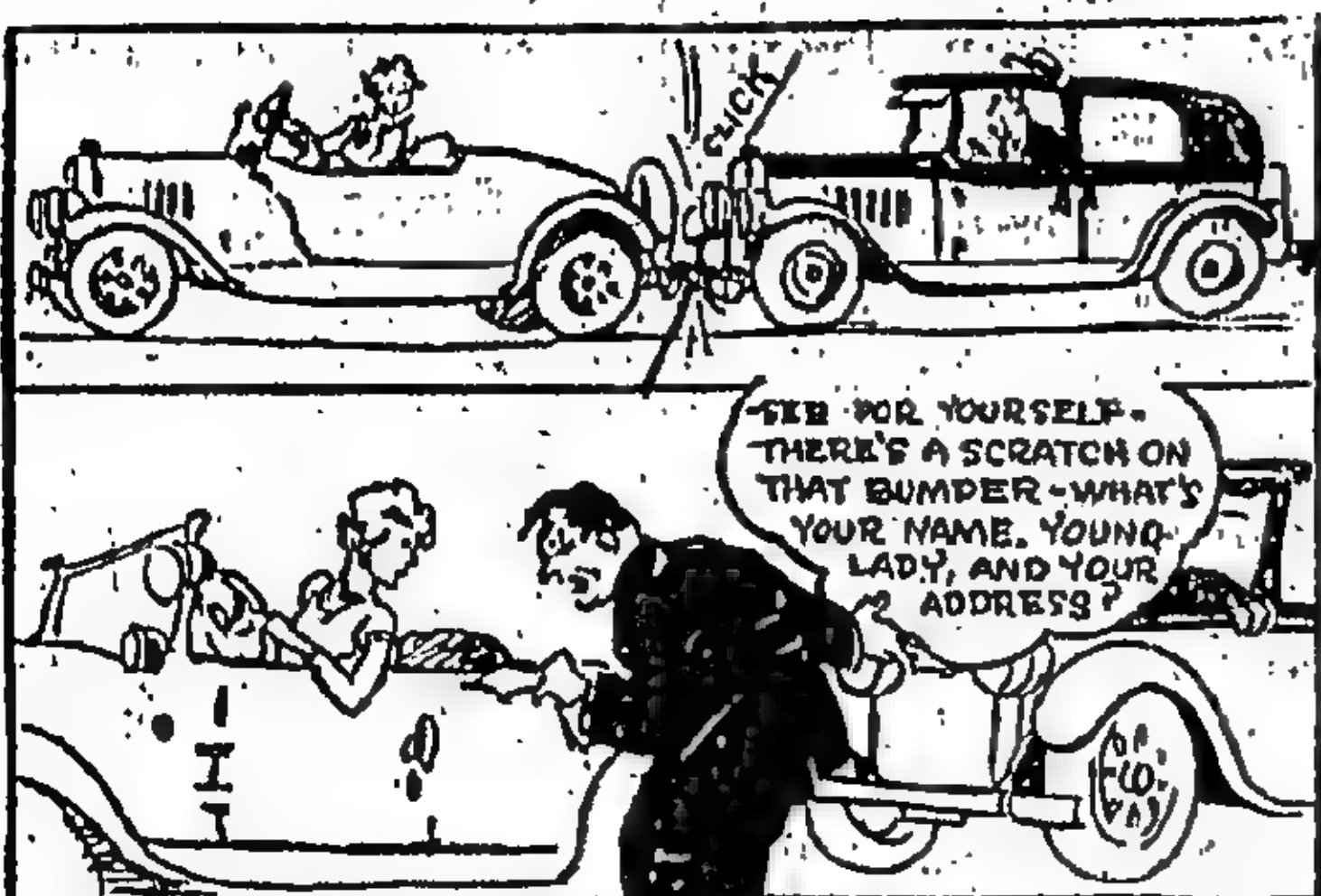
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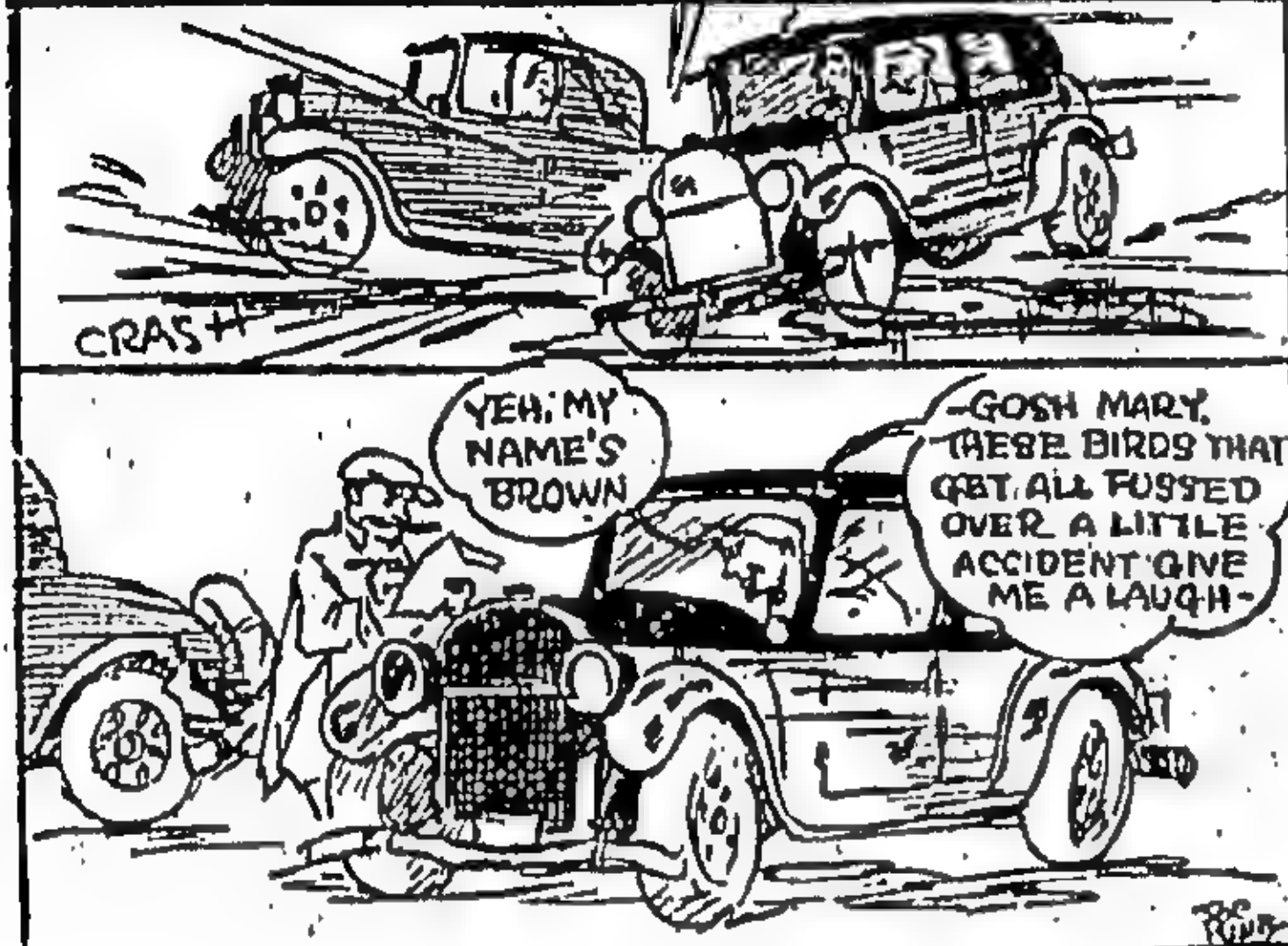
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TWO YEARS LATER—THE SAME CAR AND DRIVER



EXPORT TRADE.

Cycle and Motor Cycle Industry.

1927 figures show that the British cycle and motor-cycle industry is still more than holding its own in the face of all competition, not only in complete machines, but also in component parts. 1927 British motor-cycle exports show an increase of 10 per cent. over 1926 records, while U.S.A. trade has suffered a decrease of 11 per cent. In British Possessions the demand for British motor cycles has remained practically the same during 1926 and 1927—at an average of 26,650, but the American figure has dropped from 9,682 in 1926 to 6,659 in 1927. This reverse, however, is balanced by an increase of 17 per cent. in European trade; in this latter market United Kingdom returns show an increase of 28 per cent.

It appears the chief countries taking increased consignments of British products are Denmark, India, Dutch East Indies, South Africa, Switzerland, France. British trade with the United States appears to be more hopeful in view of the increased export of motor cycles from 14 in 1926 to 26 in 1927. No trade worth mentioning existed with South America in 1924 and 1925. Now, however, small consignments are being despatched, the figures for the Argentine having increased from 19 to 52.

The following table shows the percentage of total imports coming from United Kingdom in a few of the principal markets:

	Per cent.	
Switzerland	57	(1927)
India	52	(1926)
Italy	52	(1926)
Australia	69	(1927)
South Africa	79	(1927)
New Zealand	80	(1926)
Germany	52	(1926)

Cycles.

In 1927 British bicycles were despatched overseas to the extent of 283,462—an increase of approximately 10,000 over 1926.

India is the largest customer in this branch of the industry, and increased her demand from 84,529

GEAR RATIOS.

Interesting Calculations.

Motorists frequently indulge in calculations, and curiously is often expressed as to the revolutions a mile made by the engine. To calculate this multiply the number of revolutions the rear wheels make per mile by the gear ratio. Wheel revolutions are as follows, not taking into calculation probable wheel slip:—28in. tyre, 721 revolutions; 29in. tyre, 696 revolutions; 30in. tyre, 672 revolutions; 31in. tyre, 650 revolutions. If, for example, a car has a top gear ratio of five to one (top gear used for the mile), and the wheels are shod with 30in. tyres, then the number of revolutions of the motor (crankshaft) would be 3360 a mile. If the mile was covered in, say, three minutes, then the engine would be revolving 1120 times a minute.

In 1926 to 102,805 in 1927; next comes British West Africa with 20,582, and Netherlands East Indies with 17,022.

Parts.

Although there appears to be a slight falling off in the British export of cycle parts, this is counterbalanced by an increase in motor cycle parts despatched overseas.

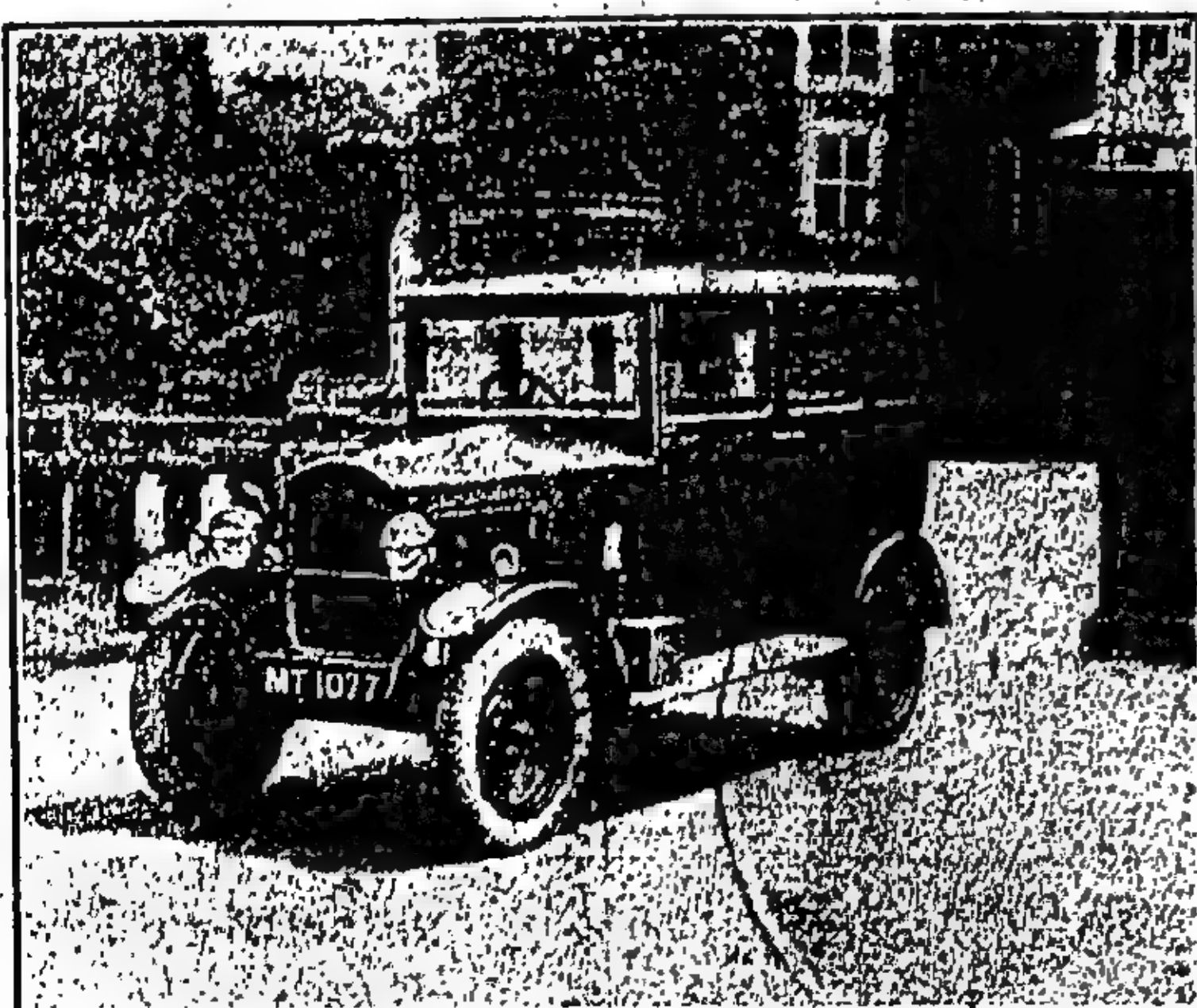
Cycle and motor-cycle parts were exported during 1927 to a total value of £2,668,952—the U.S.A. figure for the same period being £264,162.

It is interesting to note that Germany imported British motor-cycle parts to the value of £229,765, compared with £54,879 in 1926.

India again is Great Britain's chief customer for cycle parts, the value of 1927 consignments being £238,481.

Among the chief producing countries the following have taken considerably increased quantities of British motor cycle parts:—Austria, Germany, Italy, Japan, Switzerland, while Belgium, France and Switzerland have increased their

A. STURDY LITTLE SALOON.



The new "Achilles" saloon manufactured by the Leyland Motor Company, makers of the well-known Trojan trucks, for whom Messrs. Lane, Crawford, Ltd. are the agents in South China.

ROAD CHIVALRY.

The Duke of York's Appeal.

The Duke of York, patron of the newly formed Road Fellowship League (National Safety First Association), sent a message of encouragement to the first meeting, which was held at the Hotel Victoria, Northumberland-avenue, W.C., recently.

"I am gratified," he wrote, "that the appeal for good fellowship on the road which I made in my speech at our Safety First meeting last November should have been the inspiration for the formation of this new section of the National Safety First Association. I hope that by the end of the year you will have recruited such an army of good sportsmen on the road that it will have a material effect upon the standard of driving, cycling, or walking. No-where nowadays is chivalry more necessary than on the road."

The Quick and the Dead. "Every day is Leap Year" day when crossing the street," said Lord Dewar, who proposed the health of the Minister of Transport, Lieut.-Col. Wilfrid Ashley, at the luncheon that followed. "There are only two classes of people who can cross our streets—the quick and the dead. Traffic is increasing by leaps and bounds, and our pedestrians are surviving by the same process."

"What we want," said Col. Ashley, "is road sense and road manners." Thirty-six per cent. of accidents could be avoided, he added, by the exercise of proper care and judgment on the part of drivers of motor vehicles, but the pedestrian and the cyclist were often inconsiderate. Another cause of accidents was indifferent hand-signals. "Going up and down the country, I am sometimes at a loss to know what the policeman really means my driver to do," he declared.

Col. Ashley confessed that he was not a member of the League, and proceeded to repair the omission by handing a half-crown subscription to Lord Montagu of Beaulieu, the chairman of the organisation.

GREAT MOTOR-COACH STATION.

50 Able to Load at Once.

Unknown to most, Londoners a large and animated station, dealing with throngs of passengers daily, has grown in the heart of the metropolis.

It is the Central London Station, Crescent-place, St. Pancras, W.C., for motor-coach traffic, which accommodates more than 50 giant coaches at a time, and is used as a depot by nearly all the motor-coach companies.

The busy and exciting scene at the morning rush hour—about nine o'clock—is a revelation. Rows of gigantic coaches stand in a line rapidly being filled by families, by girls with tennis rackets, by business men and youths in blazers. The depot itself is very like a railway station. There are platforms, waiting-rooms, advertisements, slot machines, booking offices—and worried officials.

From here coaches go all over England and Scotland—there is, for example, a two-day journey to Glasgow. Some of them contain restaurant saloons, others have a special trainer for extra luggage. An official told a *Daily Mail* reporter:

The most popular trips are the long distance ones, and on Saturday and Sunday places in the cars are not easy to obtain.

POOR ROADS, COSTLY.

Motorists pay as much as 22.3 on every gallon of gasoline consumed on a poor highway, according to experiments conducted at the state colleges of Washington, Iowa and North Carolina. The high cost is in the low mileage per gallon.



1 1/2 85 cts.

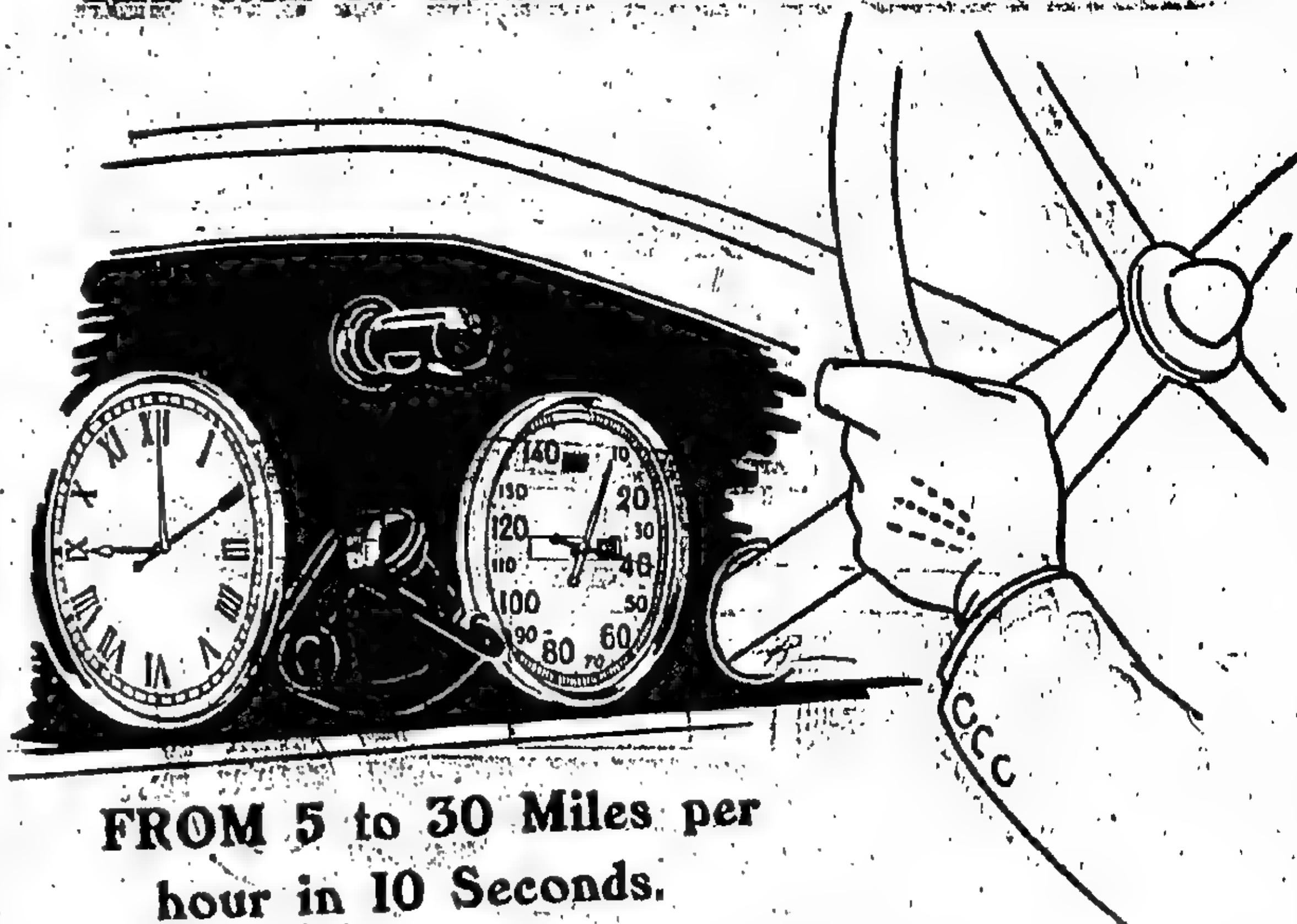
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Spark Plugs
Dependable for Every Engine

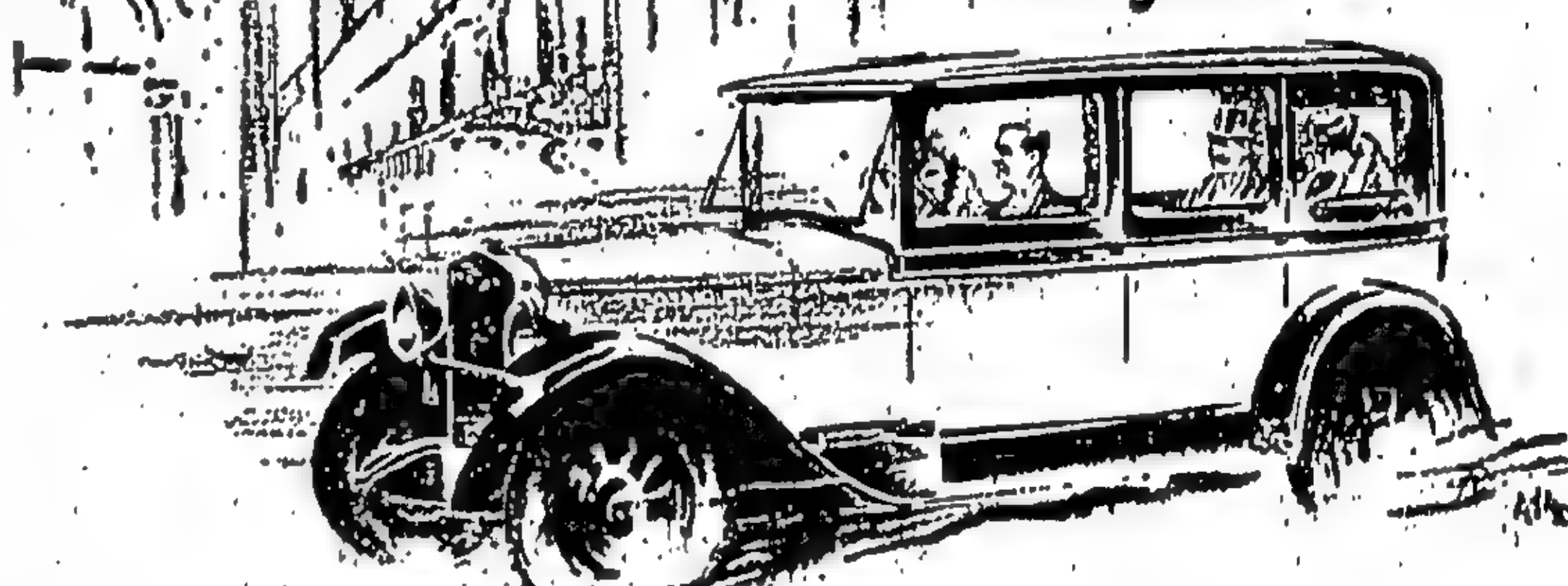
THE CAR OF INTERNATIONAL REPUTATION.



FROM 5 to 30 Miles per hour in 10 Seconds.

The new

FIAT Model 520
6 cylinders



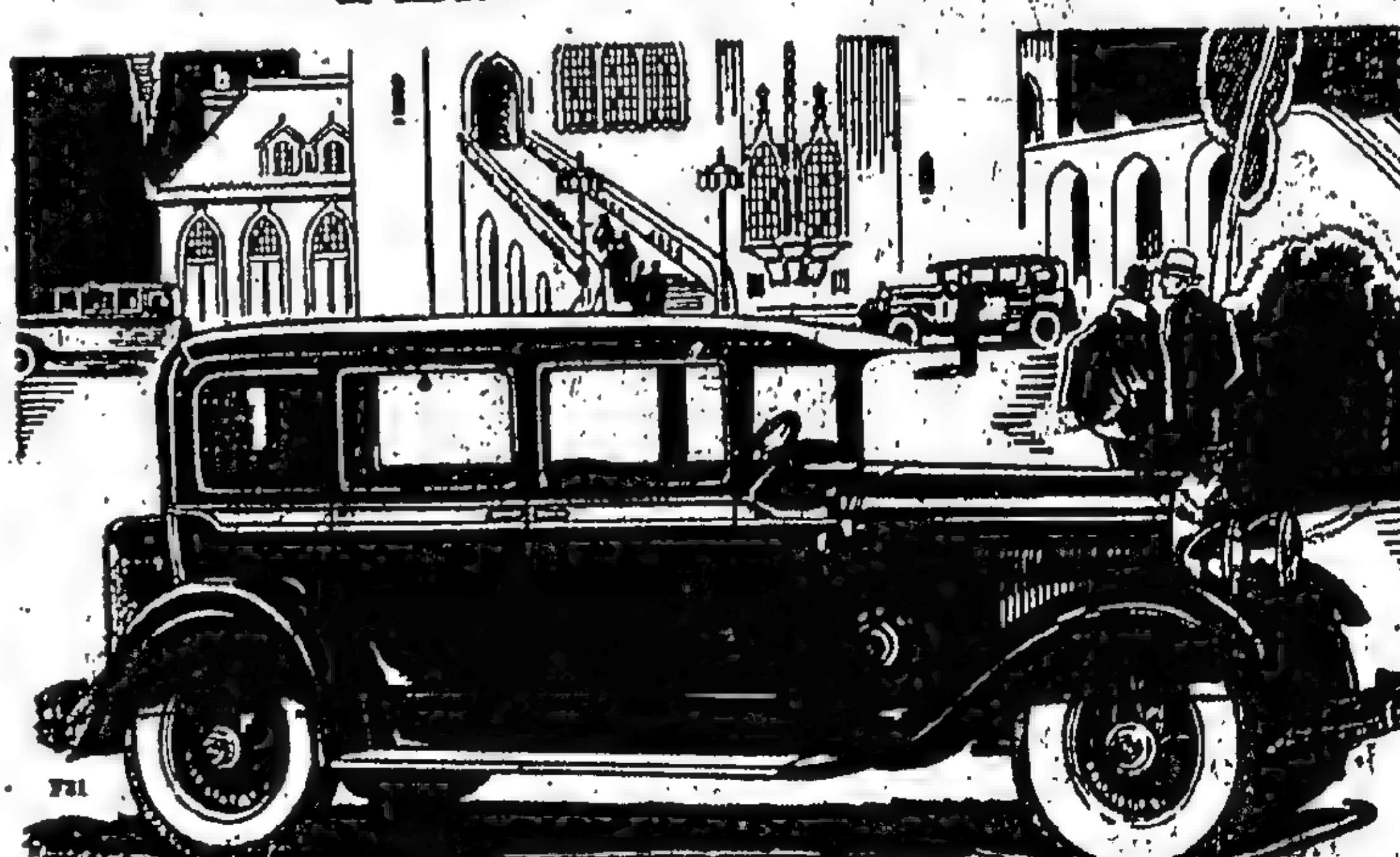
2 1/2 LITRE. NEW SIX CYLINDER.

SOC. ITALIANA. IMP. ESP. ESTREMO
ORIENTE. LIMITED.

Managers.—A. GÖCKE AND COMPANY.
SHOWROOM, WORKSHOP AND GARAGE,
67, Des Vœux Road, Central.
Telephone Central 4821.



The Ultimate in Eight-Cylinder PERFORMANCE



ADMIRING glances follow this distinctive new Studebaker President Eight as it rolls silently along the boulevard. Envious glances follow as it sweeps ahead on the open road. Its smooth 100 h. p. engine delivers 80 mile-per-hour speed. A luxurious car—distinctive and fashionable as a built-to-order model costing twice as much. A supremely comfortable car—131-inch wheelbase, rear spring-ride feet long, hydraulic shock absorbers. See the new President, today! Also the world's champion Studebaker Commander, its companion car, The Director, and Studebaker's New Erskine Six.

THE HONG KONG HOTEL GARAGE

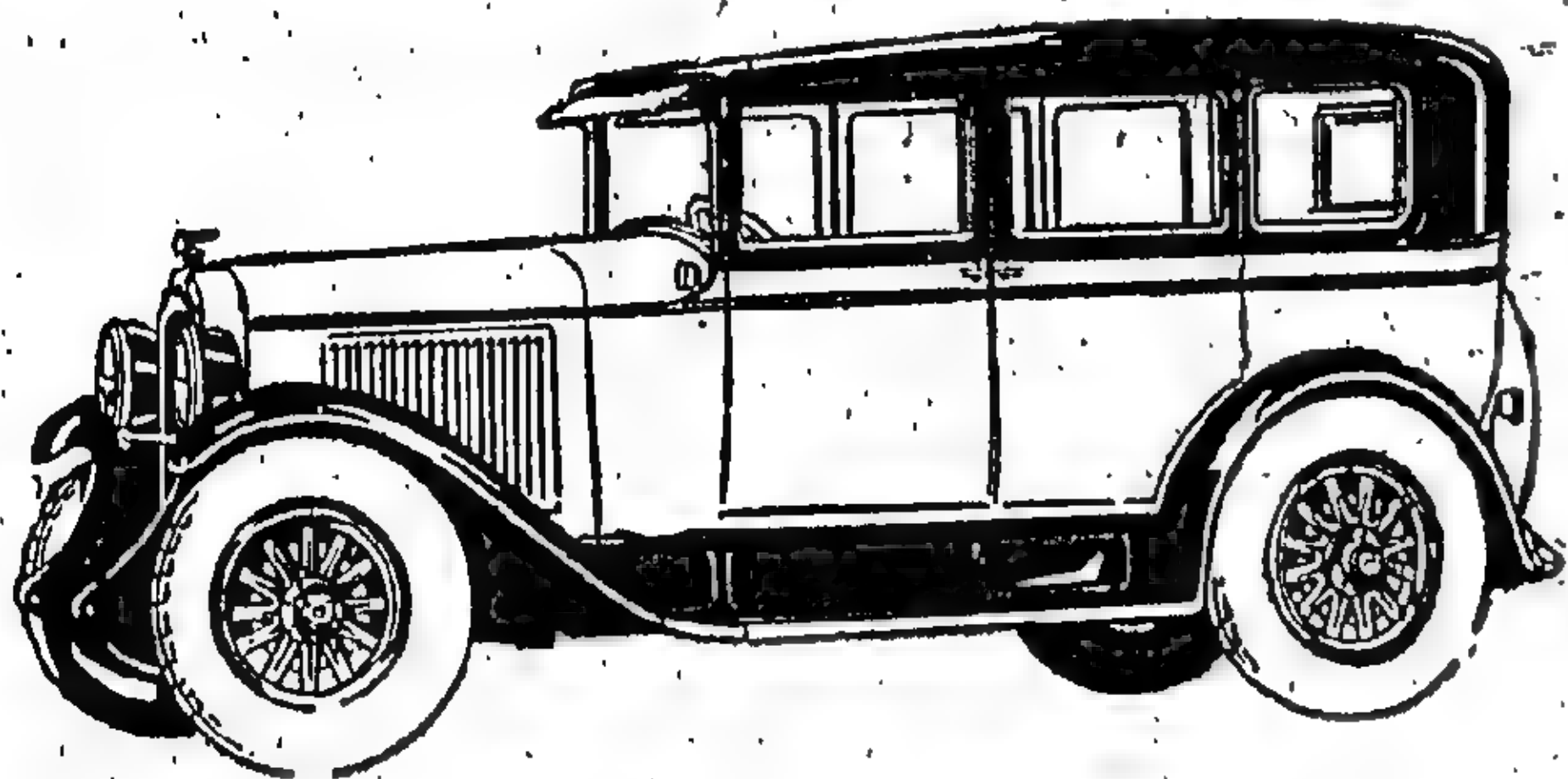
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Tel. Central 4759.

STUDEBAKER'S

ERSKINE SIX

A New order of performance in General Motors' lowest priced six



TRIAL RUNS—AT ANY TIME

PONTIAC SIX

Remember when Pontiac Six was introduced some thirty months ago, how it scored a record-breaking success? How it established a new order of performance among lowpriced sixes by combining smoothness, snap and Fisher body luxury with unfaltering endurance? No less impressively does today's Pontiac Six tower above the field—because in performance, as in all other phases, it represents a policy of

continuous advancement!... In view of such exclusive engineering developments as the cross-flow radiator and the G-M-R cylinder head—such size as is typified by a 130-cubic inch engine—such unrivaled length of life as Pontiac owners enjoy... small wonder that everyone acclaims the new order of performance revealed by General Motor's lowest-priced six.

LANE, CRAWFORD Ltd.

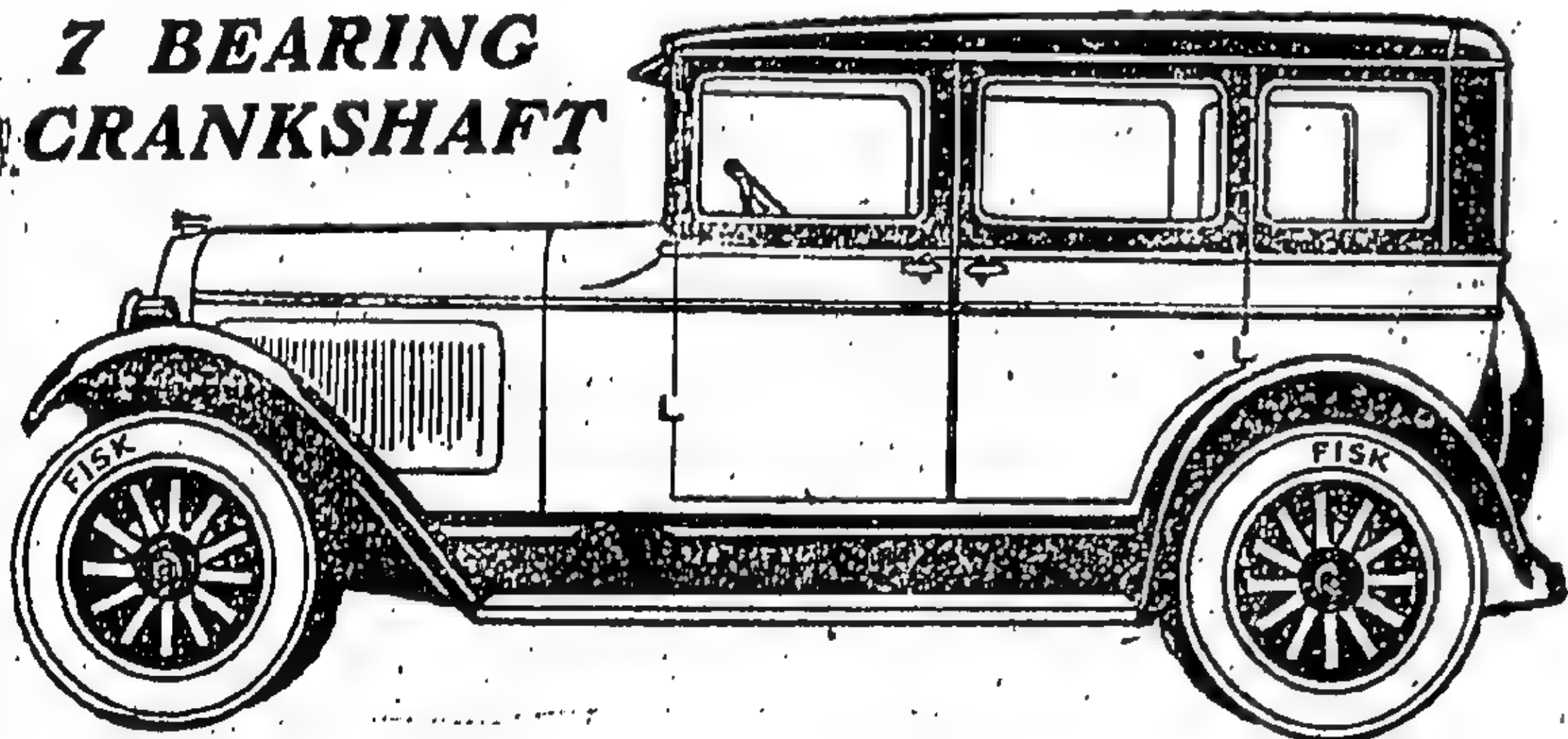
MOTOR DEPARTMENT

Telephone Central 3195.

INTRODUCING

THE WORLD'S LOWEST PRICED SIX.

7 BEARING
CRANKSHAFT



ON VIEW AT HOTEL SAVOY

Full Force-feed

Lubrication.

Silent Timing

Chain.

Invar-Strut Pistons.

4 Wheel Brakes.

Air Cleaner.

Thermostat.

23-4 h.p. develops 43 h.p.

TOURER H.K. \$1,950

4 Door Sedan H.K. \$2,350

THE "WHIPPET"
NEW
SIX.

GILMAN & CO., LTD.

Distributors.

DURO MOTOR CO., LTD.

Kowloon.

Service.

THE AUTOMOBILE ASSOCIATION.

Annual Meeting.

London, July 18.
The twenty-third Annual Meeting of the Automobile Association was held at the Savoy Hotel on the 18th inst. Mr. Charles McWhirter, Chairman of the Executive Committee of the Association, presided.

Before presenting the Report and Accounts the Chairman informed the meeting of the loss of their friend and colleague, Mr. Ballin Hinde, the Honorary Treasurer of the Automobile Association, who passed away peacefully on Monday night. In token of respect to his memory, all present stood in silence.

In presenting the Annual Report the Chairman stated that the progress and success of the Automobile Association during the past year had been phenomenal, not merely for the increase in membership, but for the increased use which members made of the services rendered to them. The net increase of membership during the year under review was 38,705; the total membership that morning was 378,840. It was owing to this increased use of A.A. services that they had created an emergency service working every hour, day and night, Sundays and week-ends, at Farnham House, London.

Another interesting point was the number of problems raised owing to the number of motorists at present on our roads. One of the most striking had been that of parking places, there was nothing comparable with such a problem in past history; therefore, new ideas had to be evolved for which there was no precedent. The parking question could be divided into two classes. First there was the man who lived within a reasonable distance of a large city or town which he visits periodically or daily; but that man had an intimate knowledge of local conditions. That was one class. The other class was the thousands of members who go away for the week-end, the more than thousands of members who took their holidays on their cars visiting strange resorts, strange cities, and wished to have opportunities of visiting the castle, the cathedral, or any other object of interest. Many of them would prefer to have luncheon at a restaurant instead of going to an hotel, and desire to park their car in some place where they would be undisturbed by local authorities or police.

In conjunction with the local authorities the Association had made parking arrangements in 337 towns and resorts. The difference between the present year and twelve months ago was extraordinary; in fact it was more a source of wonderment to-day not to see an A.A. car park than three years ago it was to see one. There was still an impression amongst many people that the Committee of the Association received large sums by way of expenses. He wanted to broadcast the fact that neither directly nor indirectly does any member of this Committee have a penny for expenses; that they travelled to deputations and to conferences in all parts of this country; attended alliances and international conferences abroad, and did not cost the members of the Association one penny. With regard to the political

MOTOR ROADS UNDER PARIS.

Plans to Help Traffic.

Paris is likely to be the first city in the world to solve the traffic problem by the construction of underground highways to replace existing main arteries.

The City Council has decided to open a competition for the best architectural scheme of underground roadways reserved exclusively for motor traffic and for foot passengers. The proposed roads will be flanked by special tunnels containing "moving belts," which will be used to transfer goods from one part of the city to another.

A very small charge will be made for the conveyance of goods by the underground roadway, and the need for heavily laden and cumbersome surface vehicles, which are one of the chief causes of the present traffic blocks, will thus be avoided.

situation, they had been criticised for the fact that they had presented a petrol petition. They had been told, of course, the result—at least, not the result of that, but that shortly after the Chancellor of the Exchequer taxed petrol, but he had made no reduction in the horsepower tax.

He would emphasize the point that what the Association asked for in its petition was the substitution of the petrol tax for the horsepower tax; that those who used the incidence of taxation might be fairly adjusted so that those who used the road most should pay the most, and those who used it least should pay the least. There was the suggestion that they should have prevented the new tax. There was only one way of preventing this kind of thing—through the ballot box; but the Automobile Association was not a political body, and the extent to which an individual owner is prepared to subordinate national interests to those of his motorist interests, was entirely a personal matter between that man and his conscience.

The Association had done everything it possibly could in this case, it had put pressure on the Government through the usual channels; had convened a conference representing every section of the motor industry, and at a deputation to the Chancellor he had the honour of presenting the case for the motor car user, and had urged the reduction of the horsepower tax, and the reduction of the tax on engines of five years old and over. The latter proposal was received with a very considerable degree of sympathy; negotiations were still proceeding, and they had every reason to believe that something of that kind will perhaps take place during the current financial year.

The Accounts showed that the net result of the year's proceedings was a surplus of £5,670—a surplus of income over expenditure. Subscriptions and entrance fees amounted to £289,820. Income from investments was £15,759. Taking the expenditure side, the amount of administration expenses was exceedingly low, only 20 per cent. Another extraordinary fact was that, as the membership increased the percentage of overhead charges decreased. Sir Walter Gibbons, K.B.E., D.L., seconded the adoption of the Report and Accounts, which were carried unanimously.

MORE COMFORT FOR THE CAR.



The above picture shows Studebaker's latest adjustable steering wheel, which may be raised or lowered to fit the driver. Also (inset) the ball-bearing spring shackles making spring action easier and smoother.

CLIMBING FEAT.

One-armed Man's Record.

After many attempts, Mither Tap (1,700 ft.), the highest peak of Mount Benachi, in Scotland, has been climbed by a one-armed rider, Mr. Alexander Donaldson, on a Triumph motor-cycle. A strong blizzard added to the difficulties of the climb, and in places 9 in. of snow had to be encountered.

Starting off about four o'clock one afternoon in June last, from Pittodrie, Donaldson followed the rough track leading from Malden Castle through the woods on to the heather-covered hillsides, where the track continues to the summit of Mither Tap. The track is blocked at frequent intervals by huge boulders and heaps of smaller stones, and the possibility of negotiating any vehicle across these stretches seemed very remote.

"However, he continues in an account of his experiences, my Triumph 'bike' is equipped with broad strong tyres, and the clearance, which is unusually high, gives a good space for bumping over stones. A long experience of 'country side-roads' has given me practice in negotiating obstacles, nevertheless, spills were frequent, but not once did I have to push the machine or walk alongside, although it was often difficult to keep the saddle. I used one of my feet in manipulating the accelerator and brake, and the other was occupied in keeping the cycle balanced. The weather was fine when I started off, but when about three quarters of the journey had been made a thick mist crept down upon me. This soon changed into a fierce blizzard, and as it did not affect me physically I carried on. The snow, however, covered the ground to a depth of 9 in. in places and consequently skidding was frequent. Traveling became so difficult that at the end I decided to give up for the night and return to complete the task the following day. I left the machine 50 yards from the summit with the worst part of the journey still to be made. The next day I set off on the short stiff trip, finally reaching the highest level obtainable, and made the descent, which proved to be as exciting as the ascent. A friend, who accompanied me on this part of the journey, hung on to a rope attached to the cycle to prevent it slipping, and many times he had difficulty in keeping his feet. He brought with him his own motor cycle and side car, to assist, but, strangely enough, his machine broke down, and I had to tow him home to Inverurie."

ROADS IN S. CHINA.

Gratifying Progress Reported.

According to the Chief Engineer's report (China International Famine Relief Commission) road work is being pursued on a vigorous scale by the Kweichow Committee which is, in co-operation with the local officials, building modern motor roads from north to south through the provincial capital, Kweichow, into direct communication with the Yangtze, and thereby opening up the province system in Yunnan, Kweichow will also be brought into contact with world commerce, via Quen Ming and Indo-China. As conditions stabilize in Hunan, Kweichow will have a third outlet. This will be by water via Yuan Kiang with the Tung Ying Lake and thence lower Yangtze. It is gratifying to report that at least one of these three channels is now being perfected, so that, from 1928, Kweichow will no longer be so land-locked as in the past.

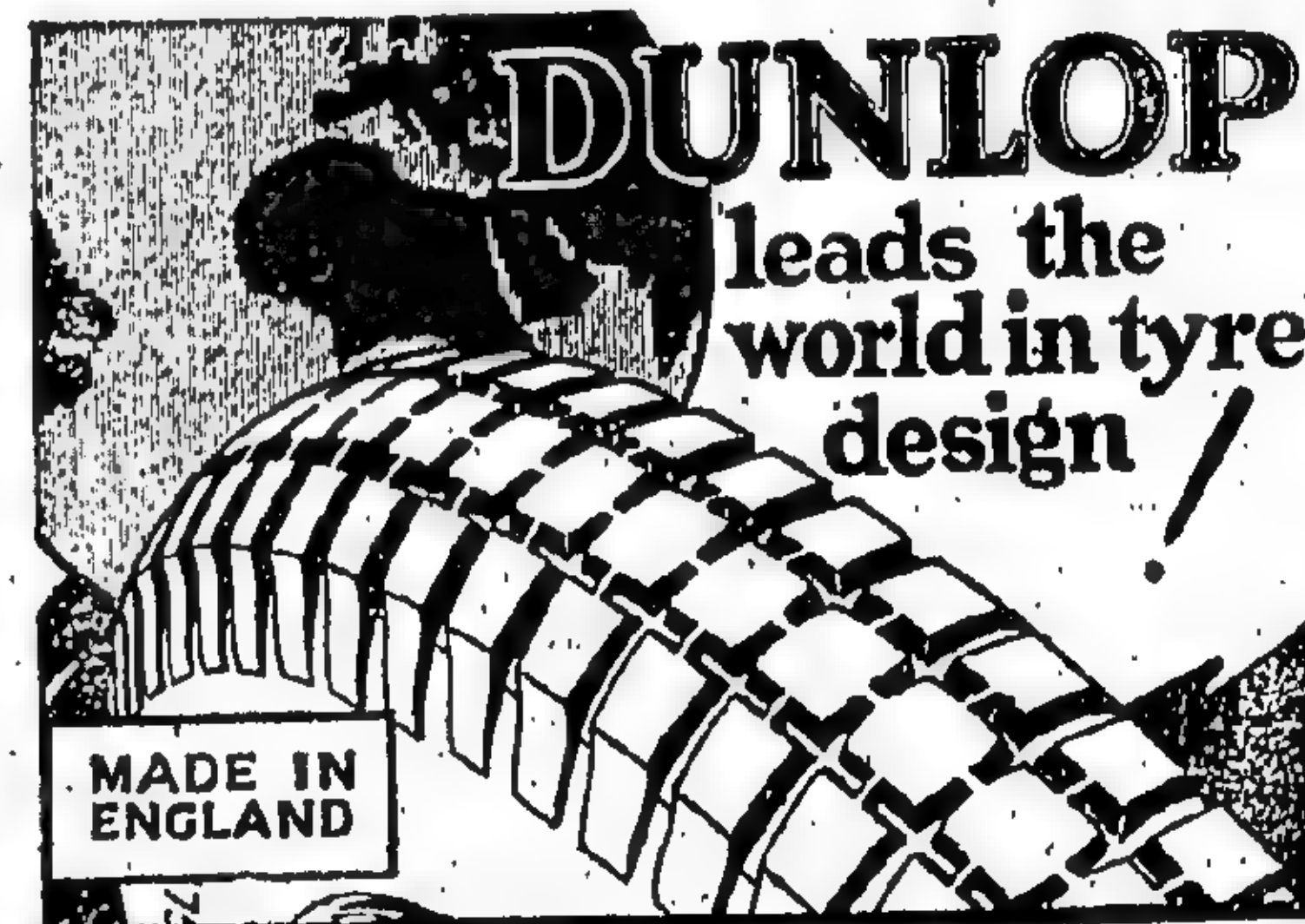
Yunnan has also awakened to the need of good roads through the application of famine prevention policy by the Yunnan Committee. That which engages the Committee's attention is a road from Quen Ming to Yang Kai in the direction towards Kweichow. Yunnan has been in the past more accessible from outside than from within. When Yunnan and Kweichow are connected by motor roads, the situation will surely assume a quite different aspect. The influence of these roads, in the construction of which the C.I.F.R.C. play an important part, on the commerce and agriculture of these two provinces can but be of the most wholesome kind as may be easily understood.

"AIIISA-CRAIG."

Popular in Japan.

Following on the recent installation in Japanese customs of the British-built Ailsa Craig Kid 10/16 h.p. and Silent Seven 7/12 h.p. engines manufactured by the Ailsa Craig Motor Co., Ltd., of Chiswick, London, a correspondent from Tokyo reports that the Japanese Customs Department have expressed their satisfaction on the excellent results obtained with these engines, particularly reference having been made by the officials to their exceptionally smooth and silent running.

Notwithstanding its usage the cycle was practically undamaged, the only part affected was the exhaust pipe, which was indented by stones and boulders.



DUNLOP
leads the
world in tyre
design!

MONET-GOYON MOTOR CYCLES
SUCCESSSES INCREASE AGAIN AND AGAIN!

Recent Victories of M.G. 175 C.M.O.
FRENCH TOURIST TROPHY (2964.800 KM.)
1st and 2nd.

LYON GRAND PRIX M.O.
1st and 2nd.

GRAND PRIX OF THE LIMONEST
1st, 2nd, and 3rd.

THE FOREZ RUN (1,100 KM.)
1st, 2nd, 3rd and 4th.

MARSEILLES GRAND PRIX.
1st won on M.G. machine.

AND HOLDER OF NUMEROUS WORLD'S RECORDS.

Models fitted with two most famous engines—the M.A.G. 4-stroke and the VILLIERS 2-stroke.

A Trial Demonstration Will Be Arranged On Request.

For Particulars Apply To:—

46, Nathan Road, Kowloon.

STUDEBAKER

PLEASURE CARS

HONG KONG DELIVERED PRICES.

ERSKINE SIX.

R.A.C. Horse-Power Rating 18.15.
Brake Horse-Power 45 at 3,600 Revolutions.
Piston Displacement 160.37 Cubic Inch. Wheel-Base 109 inches.
Speed 62 M.P.H.

Model.	Net Weight	P. & H. Factory Price	Extra	Packing Shipping Delivery	Hongkong Price
Tourer	5-pass. 2,425 lbs.	G\$ 835	G\$105	G\$210	G\$1,150
Cabriolet	2-pass. 2,370 lbs.	845	130	265	1,240
Roadster	4-pass. 2,405 lbs.	965	75	210	1,250
Club Sedan	5-pass. 2,462 lbs.	860	130	265	1,255
Sedan Regular	5-pass. 2,537 lbs.	945	130	265	1,340
Sedan Royal	5-pass. 2,545 lbs.	1,045	100	265	1,410

Hong Kong price includes Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

DIRECTOR SIX.

R.A.C. Horse-Power Rating 27.34.
Brake Horse-Power 70 at 3,600 Revolutions.
Piston Displacement 241.6 Cubic Inch. Wheel-Base 115 inches.
Speed 65 M.P.H.

Duplex Tourer	5-pass. 3,075 lbs.	G\$1,195	G\$110	G\$275	G\$1,580
Tourer Royal	5-pass. 3,020 lbs.	1,365	110	275	1,650
Roadster Royal	4-pass. 2,990 lbs.	1,245	145	275	1,665
Club Sedan	5-pass. 3,140 lbs.	1,185	145	340	1,670
Coupe	2-pass. 3,075 lbs.	1,195	145	340	1,680
Tourer Royal	5-pass. 3,040 lbs.	1,325	110	275	1,710
Sedan Regular	5-pass. 3,250 lbs.	1,265	145	340	1,750
Coupe Royal	4-pass. 3,130 lbs.	1,295	145	340	1,780
Berline	5-pass. 3,280 lbs.	1,315	145	340	1,800
Victoria Royal	5-pass. 3,140 lbs.	1,345	175	340	1,830
Sedan Royal	5-pass. 3,280 lbs.	1,505	110	345	1,850
Berline Royal	5-pass. 3,370 lbs.	1,465	110	345	1,920

Hong Kong price includes Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

COMMANDER SIX.

R.A.C. Horse-Power Rating 36.04.
Brake Horse-Power 85 at 3,600 Revolutions.
Piston Displacement 344.8 Cubic Inch. Wheel-Base 120 inches.
Speed 72 M.P.H.

Club Sedan	5-pass. 3,520 lbs.	G\$1,435	G\$145	G\$380	G\$1,960
Victoria Royal	4-pass. 3,328 lbs.	1,595	105	300	2,000
Victoria	5-pass. 3,488 lbs.	1,405	145	380	2,020
Sedan	5-pass. 3,548 lbs.	1,495	145	380	2,020
Berline	5-pass. 3,609 lbs.	1,575	145	380	2,100
Victoria Royal	5-pass. 3,548 lbs.	1,625	145	380	2,150
Cabriolet Royal	5-pass. 3,425 lbs.	1,625	145	380	2,150
Sedan Royal	5-pass. 3,613 lbs.	1,665	145	380	2,160
Berline Royal	5-pass. 3,665 lbs.	1,705	145	380	2,230

Hong Kong price includes Disc Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tube, Extra Bulb Horn, Shock Absorbers.

PRESIDENT EIGHT.

R.A.C. Horse-Power Rating 36.45.
Brake Horse-Power 100 at 3,600 Revolutions.
Piston Displacement 313 Cubic Inch. Wheel-Base 131 inches.
Speed 80 M.P.H.

Cabriolet State	5-pass. 3,990 lbs.	G\$2,250	G\$ 50	G\$420	G\$2,720
Sedan State	5-pass. 4,171 lbs.	2,350	50	420	2,720
Sedan State	7-pass. 4,236 lbs.	2,350	50	420	2,820
Berline State	5-pass. 4,220 lbs.	2,350	50	420	2,820
Tourer State	7-pass. 3,956 lbs.	2,485	—	340	2,825
Berline State	7-pass. 4,286 lbs.	2,450	50	420	2,920
Limousine	7-pass. 4,305 lbs.	2,450	50	420	2,920

Hong Kong price includes 6 Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire and Tubes, Extra Bulb Horn, Shock Absorbers, Luggage Grid and Tourists Trunk.

Equipment and Price subject to change without notice.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4759.

THE MOTOR UNION
INSURANCE CO. LTD.
Incorporated in England
(Under the auspices of the Automobile Association)

SPECIALISES IN MOTOR INSURANCE

LOCAL AGENTS,
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York Building. Phone C. 578.

HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH

GRIT AND ACID IN LUBRICANTS.

Particles of foreign matter, harder than metal, accidentally present in cup grease which is supplied to bearings, remain active in scratching and wearing out bearing surfaces, almost indefinitely. Great care should therefore be taken that no dust or dirt gets into the supply of lubricant from which pressure guns or grease cups are charged or which is used to fill housings. Receptacles containing such lubricants should always be kept tightly covered, the paddle used to handle the lubricant, if it is exposed to dirt, should be thoroughly wiped and no lubricant once removed from the receptacle should be returned to it, if it can possibly have become dirty. Sticky greases catch and hold dirt very readily and do not part with it. Cup greases, especially those of inferior quality are subject to decomposition of certain of their ingredients, if kept for a long time and subjected to heat, and the acids thus produced are likely to attack and roughen the polished steel surfaces of ball and roller bearings, for which reasons it is advisable to use only fresh greases of the highest grade. Cup greases are generally made of a spongy filler, often consisting of a lime soap, saturated with a mineral oil, which latter is the real lubricant. If the proportion of filler to oil is unduly large, the lubricating value of the grease is proportionally lessened and the danger of the filler drying out and obstructing grease-ways is increased. Specially compounded greases or solidified oils are on the market, in which these objections are minimized.

Squealing Brakes.
Question:—How can I stop the brakes of my car from squeaking, when a stop is being made?

Answer:—Take off the bands and clean the linings with gasoline and a stiff brush. If any of the rivets are not countersunk well below the surface of the lining, have them put into this condition. If the linings are very thin at any point, they had better be replaced. In replacing the bands, see that they are adjusted with as nearly as possible equal clearance all the way around their drums, so that the pressure on the drums will be uniform all the way around. Before going to the trouble of detaching the bands, try squirting kerosene on the linings. Possibly this may temporarily reduce the squeaking. There are compounds on the market which it is claimed will stop squeaking when applied to linings.

Supercharges not Commercial.

Question:—Would it be possible for me to buy a supercharger for my car?

Answer:—No. Superchargers for installation upon regular passenger cars are not obtainable, so far as we know. The ones that are used on racing cars are assembled from blowers and other parts, especially adapted for the particular conditions of use and the engine is provided with special means for furnishing power to the blower or compressor.

Answer:—We understand that carbon is a factor in improving

OLD TYRES.

Used as Footwear.

Where do the old tyres go? As well as being used in China, an innovation in modern footwear is found in Greece, Macedonia, and Thrace, where discarded tyre casings are converted into shoes, supplanting the leather "tscharik." A shoe made from an old tyre is good for 10 or 12 months of wear, as compared with less than three months for "tschariks" made of hide. Economy and protection from winter dampness have given the new footwear universal popularity among the Macedonian peasants and villagers. The demand is so great that the local supply is insufficient, and the imports of used casings amount to 50,000 a year. Each casing yields three pairs of shoes, selling for about 2/6 a pair. The imports come from France, and a generous proportion of the old tyres thus brought in finds use on motor vehicles before reaching the shoe factory. In Mexico, also, there is widespread use of old tyres for footwear. The custom of the Mexican peon is to cut a piece of

RUN ON RAILS.

Adapted Morris Cars.

For the use of their inspectors on various works the South African Railways have converted motor cars for use on the rails. At one time it was held that light cars could not tackle the heavy grades encountered.

An actual test, however, proved that the Morris Oxford could take the steepest grade on top gear, from a standing start, and with a full load.

The converted car is adapted to take steel disc wheels with flanged steel tyres, and a special bogey carries the front wheels. The steering wheel is used as an additional brake wheel inter-connected with the foot pedal to the 4-wheel brakes. The body is similar to the ordinary Morris Oxford as seen on the road. In tests on the rails, speeds in excess of 60 m.p.h. were obtained, with a petrol consumption of over 30 m.p.g.

rubber to fit the sole of his foot, and bind it to the foot by means of leather thongs.

DISTANCES IN WHICH CAR SHOULD SHOWN.

If the brakes on an automobile are functioning properly it should be possible to stop it in the following distances at the given speeds:

	2-Wheel Brakes	4-Wheel Brakes
10 miles per hour	9 feet, 3 inches	5 feet, 6 inches
15 miles per hour	20 feet, 8 inches	12 feet, 6 inches
20 miles per hour	37 feet	22 feet, 2 inches
25 miles per hour	58 feet	34 feet, 7 inches
30 miles per hour	83 feet, 3 inches	50 feet
35 miles per hour	113 feet	68 feet, 2 inches
40 miles per hour	148 feet	89 feet
45 miles per hour	188 feet	112 feet, 8 inches
50 miles per hour	232 feet	129 feet

The running speed per second of cars travelling at the given speeds are as follows:

10 miles per hour	14.6 feet
15 miles per hour	22 feet
20 miles per hour	29.33 feet
25 miles per hour	36.66 feet
30 miles per hour	44 feet
35 miles per hour	51.33 feet
40 miles per hour	58.66 feet
45 miles per hour	66 feet
50 miles per hour	73.33 feet

THRUSTERS OF THE ROAD.

Ignoring the White Line.

It is extraordinary how difficult it is to get motorists to stop on the far side of an island when held up at a cross-roads by the policeman on point duty, and so allow pedestrians to pass freely in front of them, says a London writer.

For years I was looked upon as a curiosity, for I used, whenever possible, to stop at the point of the island farthest away from the policeman. Taxicab drivers reviled me, and even bus drivers pushed themselves forward so that the bonnets of their machines stuck out into the street, across which they were forbidden to go by the hand of the law. Even policemen looked upon me with surprise, but I declined to be intimidated, and when London was stricken with that passion for white lines which has gradually spread all over the country, I found that I had anticipated the official view as the stopping lines were placed well behind the islands.

Later these white lines were replaced by metal equivalents, and for a time London traffic observed them rigidly. I have noticed recently a tendency for these lines to be ignored. During the past week I have counted some dozens of vehicles, which, on being held up by a policeman on point duty, have deliberately rolled over the line forcing pedestrians right out into the crossing street, and nothing has been said. This is not only a selfish act, but also a stupid one, for it allows up traffic as pedestrians collect in a solid mass when they cannot get across, and when the policeman does wave the vehicle on it is impossible for it to move.

"Cutting In."

Another form of bad driving which effectually slows up the traffic stream is that of coming out of the line in a traffic block and stealing forward on the outside until the island is reached. Then, when it is impossible to stop be-

ONE PAYMENT'S DIFFERENCE.



when the block is released, the whole line is held up while the erring vehicle edges back into it from the off-side. This is only another method of "cutting in," and I should like to see the police come down really hard on offenders.

There are, of course, occasions when it is impossible to stop be-

hind the white line which protects the islands. The point duty constable may only have held the vehicle up when it has started to pull level with the island, or there may be an obstruction making it necessary for another vehicle to come in behind. Generally speaking, however, there is no sort of excuse for this type of thrusting.



**BUICK FOR 1929--
AN ANNIVERSARY
CAR-BUILT TO CELE-
BRATE 25 YEARS
OF WORLD LEADER-
SHIP--ON DISPLAY
VERY SOON**

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 ... 33, Wong Nei Chung Road.

VACUUM OIL COMPANY.

**STILL HELD BY
BANDITS.****AGED PRIEST NOT
LOCATED.****BANDITS SCALE WALLS OF
MISSION COMPOUND.****CAPTIVE WHIPPED.**

Latest reports from Hankow state that Father Froewis, of the Milan Mission, who was captured by bandits on August 5, is still missing, and in view of the long time that has elapsed since his capture without any word from him having been received by the mission headquarters, considerable anxiety is felt for him.

Details of the kidnapping of Father Froewis, who is 70 years of age and has spent nearly 40 years of his life in mission work in this country, have been received at Hankow. It appears that Father Froewis left Shiyangchow accompanied by an American Father of the same mission (Father Bauman) and proceeded to Tsinchuan. All was quiet throughout the district and for some weeks the Red Spear Societies in the district had not only recognized the worth of the Fathers, but had shown unmistakable and in many ways that they were prepared to protect them.

No Fears at First.

For this reason no fears were felt as regards travelling. As a proof of this, the mission at Tsinchuan had been protected by them during the absence of Father Bauman in Hankow, and while it was under the supervision of another Father, Fathers Froewis and Bauman arrived at their station on August 4 and the following day Father Bauman left for Soenhuoan 150 li south of Looshan leaving Father Froewis alone.

Brigands Invade Compound.

On the night of August 5 at about 10.30 p.m. as Father Froewis was retiring for the night a band of about 20 men scaled the walls of the mission compound unnoticed. They divided into two parties; one party went to the servants' quarters, and held up the servants at the point of pistols, threatening with death any who attempted to give an alarm.

The rest of the band suddenly appeared in the bedroom of the Father who was undressed, and ordered him to accompany them forthwith, giving a whip to accelerate his movements.

The father, who is a man of over 70, tried to argue with them, and pointed out that his advanced age would not permit of his walking either fast or far, but his arguments merely resulted in further attacks with the whip, and he was forced to don a few clothes and accompany them.

Requests to be allowed to take a few necessities were summarily refused. A catechist who was present was also forced to accompany the brigands, but was released by them at the east gate of the compound.

Red Spears to Rescue.

This man, immediately he was released, returned and gave the alarm and, according to the report, within half an hour over 300 "Red Spears" had collected and set out in pursuit of the brigands, but the dropping of the catechist at the east gate was evidently a trick for a hot pursuit to the east failed to reveal any trace of them.

The hunt, however, is continuing. On the 7th inst. a report was received to the effect that the band had contrived to arrive at a spot in the mountains on the Hupeh-Honan border.

Active Search.

This was later contradicted by a report that they had been seen near Wulien, but the final opinion is that they are in the mountains indicated, and it would appear that an active search is being carried on by the "Red Spears" who are eager to capture them themselves rather than any pretext be given for troops to be drafted into the district.

THE TYPHOON.

A typhoon warning from Manila Observatory, issued at 8 p.m. yesterday, states that the typhoon is west of Northern Luzon, less than 100 miles distant, and is moving west or west-north-west.

The Royal Observatory report issued this morning states that the typhoon is about 400 miles south of Hongkong, moving westwards. The forecast up to noon tomorrow is:—East winds, moderate; fair at first, some rain later.

THE "SUI TAI" FIRE.**DAMAGED BOAT TOWED TO
KOWLOON DOCKS.**

The Steamboat Company's s.s. Sui Tai, aboard which a disastrous fire occurred yesterday, was towed to Kowloon Docks last evening. Practically all the superstructure of the vessel has been destroyed, but the engines, boilers and bulkheads are believed to be intact. Moreover, most of the cargo is undamaged except possibly by water. The work of the Fire Brigade in quelling the outbreak was most favourably commented on yesterday, the general opinion being that a difficult job was tackled exceptionally well. The Brigade was under the personal charge of the Hon. Mr. E. D. C. Wolfe, who was supported by Superintendent Brooks and other officers of the force.

Valuable assistance in combating the fire was also rendered by the naval tugs Cherub and Alliance.

A police report of the disaster states that the fire is believed to have been caused by some person throwing a match or cigarette end on to some inflammable spirit on the low deck at the stern. At the moment the extent of the damage is not known.

**ALLEGED HIGHWAY
ROBBERY.****THREE GIRLS AMONGST
ACCUSED.**

Three Chinese girls appeared before Mr. W. Schöffel, at the Kowloon Magistracy this morning, to face a charge of highway robbery, said to have been committed in the Ping Shan District near Tai Lan Chung. One of three men who were alleged to have been concerned in the incident was also brought before the Court on a similar charge.

The defendants are Yeung Kau (20), messenger, Tong Shu (20), knitting girl, Wong Mei (22), knitting girl, and Cheng Tsai-kwan (20), spinner.

Sub-inspector Dick prosecuted and said that he had been instructed to apply for a week's formal remand.

The four defendants were accordingly remanded until next Saturday morning.

EXCHANGE RATES.

London, Aug. 24.	
Paris	124.25
Brussels	34.50
Amsterdam	12.105
Berlin	20.36
Copenhagen	18.19
Geneva	34.425
Vienna	169.5
Helsingfors	2.732
Lisbon	5.29/32
Rio de Janeiro	1/10.7/10
Yokohama	1/5.29/32
Hankow	4.85 11/32
New York	25.20
Genoa	92.65
Milan	18.135
Stockholm	18.19
Oslo	163.4
Prague	22.17
Madrid	37.4
Athens	73.4
Bucharest	2.0/4
Hongkong	2.7/5
Shanghai	2.7/5
Silver (spot)	27
Silver (forward)	27 1/2

—British Wireless.

**CIVIL WAR CLOUDS
OVER CHINA.**

(Continued from Page 1.)

morning, whilst the Vice-Minister of Foreign Affairs, Mr. Chu Chao-hsin, is expected some time to-morrow.

Marshall Yen Recovered.

Shanghai, Aug. 24. A Taiyuanfu message states that Marshal Yen Hsi-shan has recovered sufficiently to contemplate an excursion to Peking and Tientsin for the purpose of inspecting his troops, after which he intends to return to his post in Peking.

Hangchow Explosion.

Shanghai, Aug. 24. On Wednesday evening an ammunition magazine at Hangchow exploded and destroyed four houses. There were no casualties.

Breaking the Royal Tomb.

Shanghai, Aug. 24. Three more prisoners have been detained by the police in connexion with the breaking into the Manchukuo Royal tomb, which resulted in millions of dollars worth of jewellery being stolen. It is stated that the three men are former soldiers under General Chu Yu-pu, ex-trepan of Chihli.

SUI in Hospital.

Shanghai, Aug. 24. Chiang Kai-shek is still in the Country Hospital here although he was able to go out in a motor car yesterday afternoon.—Reuter.

**CHINESE FIREMAN
SENTENCED.****STOLE MONEY DURING THE
"SUI TAI" FIRE.****HIDDEN IN HIS BOOTS.**

Sentence of two months' hard labour was imposed this morning by Major C. Willson, on a Chinese member of the Fire Brigade, named Wu Kwan, who was charged with the theft of \$40 in Chinese twenty-cent pieces, stolen on board the Sui Tai during the fire yesterday.

When the charge was read to the defendant, he pleaded guilty and added that when he saw the money on deck he gave way to temptation and seized two handfuls which he concealed on his person.

Inspector Clarke, prosecuting, said he was on duty at the fire on the Sui Tai when the Captain Superintendent of Police, and Station Officer C. C. Moss handed the defendant to him. The man was taken to the Fire Station and a search there revealed that he had concealed \$12.40 in twenty-cent pieces in his boots. His coat held \$22.60 and there was a further \$5 in his trousers, making \$40 in all.

The money, said Inspector Clarke, had fallen out of a bag, and was scattered about all over the deck. Defendant was actually working on the fire.

Station Officer Moss informed his Worship that the defendant had seen eight months' service with the Fire Brigade. He had a clean record except in one minor instance when he absented himself from duty.

Inspector Clarke told his Worship that the C.S.P. had instructed him to press for a heavy sentence and to make an example of the defendant. "It is very difficult to get hold of this sort of thing," said Inspector Clarke, "although we know it goes on."

After his Worship had passed sentence of two months' hard labour, the defendant asked to be allowed an alternative in lieu of imprisonment. His Worship, however, refused to consider the application.

FIRE FIGHTING.**ANOTHER DEMONSTRATION
WITH "TOTAL."**

A demonstration of fire fighting with the automatic carbonic acid dry fire extinguisher, "TOTAL," is to take place at the Hongkong Fire Brigade (Central Station Compound) Des Voeux Road Central, on Tuesday, at 5.30 p.m.

This demonstration will be highly interesting, as this type of fire extinguisher is claimed to be the most efficient universal fire extinguisher on the market. It has been approved by the British Board of Trade—Fire Officers' Committee, London—Physikalisch-Technische Reichsanstalt, Germany and the Laboratoire Central d'Electricite, Paris.

To prove and demonstrate the high standard of efficiency of the "TOTAL" system, a motor car in perfect running order and condition will be set on fire and extinguished with the motor car model, "AUTO-TOTAL."

FIVE STAB WOUNDS.**TWO CHINESE CHARGED AT
MAGISTRACY.**

Before Major C. Willson, this morning, Mr. Horace Lo prosecuted in a case in which two Chinese were charged with grievously assaulting and wounding a third Chinese, who is now undergoing treatment in the Government Civil Hospital.

The alleged assault took place on Thursday night in Sharp Street.

Mr. Lo, in asking for a remand, stated that he understood that the complainant had five stab wounds and that at one time his life was held to be in great peril. However, at the moment, his condition had improved and there was no danger of his life. His client, he was afraid, would not be out of Hospital for some days.

Mr. F. H. Loscby, representing one of the defendants, asked for bail, which his Worship granted, fixing the figure at \$500.

The two men were formally remanded for a week.

TILDEN'S "TRIAL"**WILL NOT APPEAR
PERSONALLY.**

New York, Aug. 24.

The "trial" of Mr. Tilden for alleged violation of the amateur rules of the United States Lawn Tennis Association opens tonight before a combined judicial bench and a jury of thirty persons, including five ex-presidents of the Association. Mr. Tilden has written a letter to the President of the Association stating that business prevents his appearing personally and that he will not be represented.

The "trial" public is disappointed at his absence as there was every prospect of a sensational exchange of charges and counter-charges.—Reuter's American Service.

[The American Lawn Tennis Association objected to Mr. Tilden writing on lawn tennis in the Press.]

**\$500,000 TO FURNISH
PARLIAMENT.****RECORD CONTRACT FOR
BRITISH FIRM.**

Believed to be the largest order of its kind on record, a \$500,000 contract has been secured by Messrs. Waring and Gifford for the decoration and furnishing of the new Parliament House of a foreign State.

Two other contracts to be carried out by the firm are the decoration and furnishing of a Continental hotel and of two big Japanese liners, the total involved being approximately £250,000.

These contracts were secured in competition with many well-known foreign firms.

Profits of the business for the 12 months ended January 31 last amounted to £219,802, an advance of £27,703 on the figure for the previous year.

The directors have declared a dividend of 10 per cent. on the \$500,000 of issued ordinary capital, and \$25,000 has been transferred to reserve account.

The Very Idea!

A correspondent writes to the London Morning Post: "Many years ago there was a comical spectacle during the Tableau of the Battle of Waterloo in 'A Royal Divorce' at the Grand Theatre, Croydon. Napoleon was seated on his white charger, surrounded by his staff. The charger disappeared at the noise of the 'battle.' He pranced round the stage with Napoleon who was a stout man, hanging round his neck with a foolish grin on his face. The staff in vain tried to restrain the horse. The crowning point was reached when the horse approached the 'dead' men lying on the stage. These latter eyed the horse's approach with much apprehension, and each of them came to life and got out of the way. When the horse had passed on, they lay down again."

The house rocked with laughter for ten minutes.

Father—Now, Tommy, you've been at school a long time. What is the wife of an Indian called?

Tommy—A squaw, dad.

Father—Good! And can you tell me what his child is called?

Tommy—A squaller.

Amusement was caused during the hearing of a case in a London Court recently, when counsel made one of the slips that happen at times to all. He was cross-examining a witness, and, holding a document impressively aloft, he solemnly demanded, "Now, was this typed in your own handwriting?" Every one smiled, including the perpetrator of the "bull," who quickly amended his question to "Did you type this yourself?"

The wicked—Conservative owner of land.

In the pride of his ill gotten gold.

Puts forth "an absurd and outrageous demand."

That "what is his own he may hold."

Although his possessions were possibly bought.

All full-blooded Socialists say.

These belong to the country and therefore they ought.

By the State to be taken away.

But the Socialist owning a lordly estate.

Is in totally different case.

For in saving the land from a horrible fate.

He also is saving his face.

He can say "By the law these possessions are mine."

And no builder can then intervene.

And because of his taking this spirited line.

The land is kept pleasant and green.

Though Maxton and Cook may quite probably scoff.

And adopt a loud, bellowing tone.

The Reddest M.P. who is really well off.

Can do as he likes with his own.

He may lustily sing the Red Flag till he's hoarse.

About sharing all profits and self.

Yet he smiles as he mentally adds.

"But, of course, That doesn't apply to myself."

Woman at Bury St. Edmunds.

Let me speak the truth. I have never told a lie in my life.

Assault case evidence at North London: He came across and struck me twice individually.

Solicitor at North London Court: Have you ever been charged at this court? Man: Yes, sir, but not on my own behalf.

Police man at the Thames Court: He goes up in the air when he has a drop of drink.

Man at the Thames Court: I work at Sutton, but come to East London some week-ends as it is cheaper living. Mr. Cairns, magistrate: He certainly chooses a most interesting locality.

Little Joan was at the photographer's, but it was very difficult to make her sit still. Her mother and the photographer tried persuasion of every kind, but the child persisted in her restlessness. At last the photographer said to the mother:—

"Madam, if you will leave your little girl alone with me for a moment, I feel sure I can photograph her quite easily."

The lady withdrew. Five minutes later the photographer called her back and said everything had gone splendidly.

"What did that kind gentleman say to you when I was gone?" the lady asked her little daughter on the way home.

"He said: 'If you don't sit still, you little monkey, I will shake the very life out of you'—So I sat still, Mummy."

It is strange how we still do honour to some of the great conquerors in history, who were merely utterly immoral brigands.

—Dean Inge.

Battles are never won—they are lost.—Mr. Philip Guedalla, M.P.

Wm. Powell, Ltd.(AND REDUCED)
Telephone C. 4578.**Entire stock of
LADIES' SHOES****Reduced to****\$9.75 per pair**

all the new consignments ordered for the Autumn are included and all are worth \$21.50 to \$37.50 per pair.

Lower qualities are marked**\$5.00 per pair.****ALL ODDMENTS****\$2.50 per pair.**

The Sale will positively close on the 29th, inst.

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BRAND
ASAHI
BEER**

A TRANSPARENT BOTTLE

A Cooler
A Refresher
An Appetizer
An Invigorator

EVERY
BOTTLE
THE
SAME

PERFECT QUALITY

Sole Agents:—

MITSUI
BUSSAN
KAISHA,
LTD.

Hongkong.



TAILOR: Yes, sir; nowadays a man can't be too particular about his appearance, I say."

AN INNOVATION. THE "WHITE HORSE" SCREW STOPPERED BOTTLE.



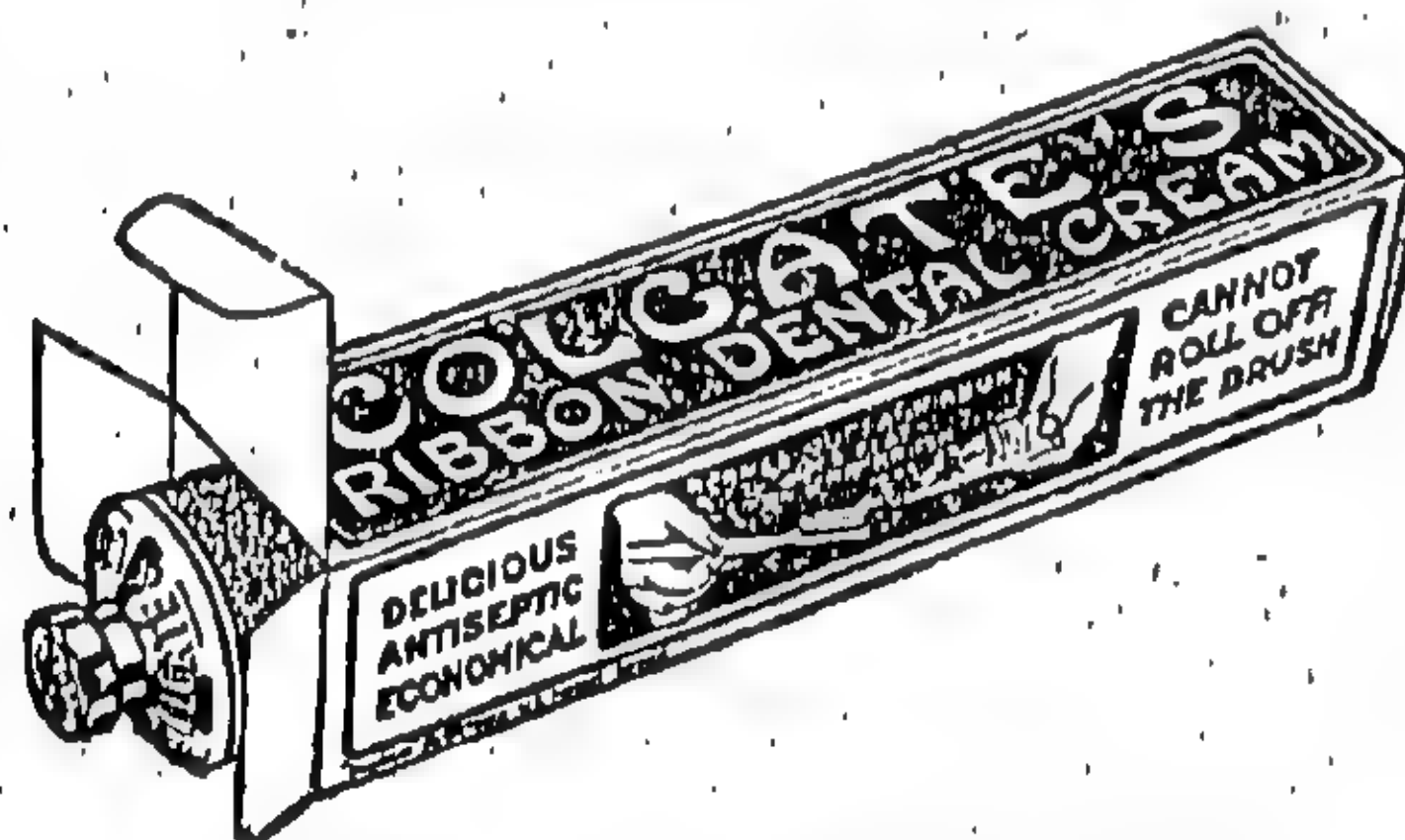
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THE WORLD OF SPORT

LANCASHIRE WIN AT BRIGHTON.

(Continued from Page 1.)

RAIN AT CARDIFF.

Leicester Make A Big Score.

Cardiff experienced weather much on a par with that at the Oval and Glamorgan, replying to a total of 364 for 7 wickets, failed to complete an innings. Leicester appeared likely to gain first innings points when play was stopped, the scores being: Leicester: 364 for 7 wickets (dec.). Glamorgan: 93 or 4 wickets.

LANCASHIRE'S TRIUMPH.

Capital Fight by Sussex at Brighton.

Perhaps recalling their wretched batting display at Eastbourne last year, Lancashire made no mistake about the match at Brighton, winning by eight wickets. It was a match of fast scoring, the feature being a brilliant partnership between Watson and Ernest Tyldesley which put Lancashire in a commanding position on the second day.

The scores were:

Sussex: 300.
Lancs. 542 for 9 (dec.).
Sussex: 282.
Lancs. 41 for 2 wickets.

Sussex batting first gave an even display and 300 were sent up before the last wicket fell. A big effort was obviously needed from Lancashire in view of the unsettled weather, and it came in no uncertain fashion. Watson gave one of his best displays of the season and when joined by Ernest Tyldesley runs came at a fairly brisk pace.

Tyldesley was sent back after making 118, but Watson went on to exceed the 200 mark for the second time this year. He was defeated after making 236.

Sussex were in a difficult position, which became even more apparent when the early batsmen failed. It looked probable that Lancashire would not be required to go in again, but Wensley showed up prominently in the latter stages of the innings with a nicely played 107. Lancashire made the 41 runs required for victory for the loss of two wickets.

FIRST INNINGS POINTS.

Northants Outplayed by Warwick.

At Coventry, Warwickshire established marked superiority over Northants, but had to rest content with first innings points. The scores were:

Warwick: 293 for 8 wks. (dec.).
Northants: 163.
Warwick: 101 for 1 wicket.

Rain considerably upset calculations and Warwick contented themselves with quiet play towards the close.

NOTTS HELD AT END.

Rain Saves Essex From Defeat.

Notts tried hard to force a victory against Essex at Nottingham, but when the prospects appeared bright, two wickets have fallen in the Essex second innings for 16 runs, rain intervened and ended the game. The scores were:

Notts: 314.
Essex: 226.
Notts: 169 for 3 (dec.).
Essex: 16 for 2.

Gaining a first innings advantage of 88, Notts declared when 169 runs were on the board in their second innings.

An Essex collapse appeared imminent when rain fell.

BRILLIANT HITTING.

Hon. L. H. Tennyson Complies 217.

There was only one real feature of the match between the West Indies and Hampshire at Southampton, and that was the remarkable hitting display by the Hon. L. H. Tennyson, who flogged the West Indies bowling for 217 runs in a display which will not soon be forgotten by those who saw it.

Hampshire were playing steadily but seemed unlikely to produce anything outstanding in the way of a score when Tennyson joined Newman. Tennyson soon got the measure of the West Indies attack, and driving and pulling at everything he contributed over half the total in a dashing display. Such

FIRST DEFEAT.

SHANGHAI BASEBALLERS BEATEN.

The Shanghai Chinese baseball team suffered their first defeat in Hongkong yesterday at the hands of the South China team who, by means of a last minute effort turned a defeat into victory and put an exciting finish to an otherwise dull game.

For the first three innings, both sides were unable to score, Lee for South China and Tsay for Shanghai, pitching superbly.

In the fourth, Shanghai opened their score through Tsay and Kim South China fielders, who up to this stage had been holding quite accurately began to fall to pieces and it could be safely said that both the Shanghai runs were won through fielders' errors.

A series of blank innings followed until the end of sixth, when the South China team obtained four points. Choy was up at bat and was put out at first. Then the veteran June sent a slinging one to third base, which was missed. The short stop who retrieved the ball overthrew to first enabling June to reach second.

At the critical moment, the pitcher walked S. L. Lee. Shim bunted and by an error was allowed to reach first, the others being accordingly promoted. Sling then made the hit of the day for his side. With bases full he sent a beautiful grounder to right field earning three bases and bringing three men home. S. L. Lee who was next up bunted and Sling stole home. D. Chinn who was next up was out at first and Fung fled.

Going in for the last inning, Shanghai needed two runs to tie the opponents' score and thanks to a beautiful hit by Tsang and good work by Char, Chen and Lee, they obtained the two runs, Tsang and Char crossing the home plate.

In the seventh inning, Tom Chinn batted for South China and reached first. Choy was allowed to get to first on fielders' errors while June also reached first base through being obstructed by the catcher. With bases full, Shim made the winning hit for the side sending a hard drive between first and second bases, which allowed T. Chinn and Choy to cross the home plate.

The line up was as follows:

South China.	Shanghai.
S. L. Lee	p. Tsay
Shim	c.f. Tsang
W. Shing	2.b. Char
S. S. Lee	c. Liu
D. Chinn	1.f. Loo
Fung	3.b. Kim
K. Chinn	1.b. Chang
Choy	2.f. Woo
June	3.b. Chen

The score by innings:
1 2 3 4 5 6 7 Total.
Shanghai 0 0 0 2 0 0 2 4.
South China 0 0 0 0 0 4 2 6.

ETON COLLEGE O.T.C.

MAJOR GENERAL CORKRAN AND MILITARISM.

The annual inspection of the Eton College Officers' Training Corps took place recently in the presence of a large number of spectators. The inspecting officer was Major-General C. E. Corkran, General Officer Commanding London District.

In an address to the battalion he said that one heard and read a good deal about what was called militarism, and he often wondered what the term conveyed to people who talked about it. To those in the Service, he thought, it conveyed the highest sense of honour and the highest sense of duty, absolute loyalty to one another, and an entire absence of anything in the shape of self-consciousness and class consciousness.

He urged all the boys to join the Territorial unit. There were few men to whom England owed anything, he said, but they all owed everything to England, and should do all they could to assist her. Probably many of them would become statesmen and captains of industry, and he asked them to look through the first few pages of the Field Service Regulations occasionally to refresh their memories about the definitions of the first eight principles of war. If they really understood those principles they would become greater assets to their country.

force hitting was naturally not free from blemish; indeed, several chances were given, but it was a carefree display which delighted the crowd.

The West Indies replied in strong vein and the match was left drawn. The scores were:

Hants: 429.
W. Indies: 413.
Hants: 62 for 2 wickets.

Newman made 118 and Tennyson 217, the remaining nine batsmen contributing only 94 between them. F. R. Martin made 165 for the West Indies.—*Reuter.*

VOLUNTEER AQUATIC SPOTS.

SUCCESSFUL DISPLAY AT V.R.C.

The first aquatic sports organised in connexion with the Hongkong Volunteer Defence Corps, which were held at the V.R.C. last night, proved to be extremely successful, providing a very large number of spectators with a great deal of enjoyment. All the events aroused interest, but the greatest enthusiasm was shown during the Inter-Company team Race. This was won by the Scottish Company, the Portuguese taking second place, only five seconds behind.

A pleasing exhibition of high diving, after which was seen some trick diving by the competitors, drew a good deal of applause, some first rate efforts being witnessed, while the water polo being between the Volunteers and a team from the King's Own Scottish Borderers also proved exciting, the former winning by four goals to one.

The first race on the programme was 100 yards four styles, 1st. Best, 2nd. Side, 3rd. Back, 4th. Free. There was little to choose between the competitors in the first heat, W. F. Kerr (Scottish) coming in first with a time of 1 min. 22 secs., while C. T. Evans (Machine Gun) was second, his time being 1 min. 28 4/5ths. secs. The second heat proved easy game for D. Lyon (Scottish), who came in 10 2/5ths. secs., E. Zimmerman (Machine Gun) being runner up with a time of 1 min. 29 2/5ths. secs. The final was closely contested, Lyon gradually securing a lead and winning comfortably, his time being 1 min. 21 secs. Kerr finished second, his time being 1 min. 21 secs.

The 50 Yards Blindfold Race, in which competitors were to swim two lengths blindfolded, provoked much amusement, the swimmers losing their bearings and only the Winner, J. L. Soares (Portuguese) making a clean effort. He succeeded in doing this by keeping touch with the side of the bath. Others took different routes and two swam a couple of widths before they realised something was wrong. W. C. Tillyer came in second.

Five teams lined up for the Team Race, these being the Scottish Company, Portuguese Company, Motor Cycle Company, Machine Gun Company and the Battery. It was early certain that the result would lie between the two first-named, there being but little noticeable difference. Excitement rose high as the tussle between the Scots and the Portuguese proceeded until the eventual victory of the former by an extremely small margin was heralded with lusty cheers. Lyon, who finished for the Scottish Company, had just five seconds to spare, the time for the team being exactly three minutes. The time of the Portuguese Company was 3 mins. 5 secs.

Other results were:
60 Yards, Free Style.—1. S. V. Gitting (Machine Gun), 26 4/5ths. secs., 2. R. A. Noronha (Portuguese), 27 4/5ths. secs.
Nomination Race.—1. A. Bliss (Machine Gun), nominated by Miss Bliss, 2. B. A. Hart (Signalers), nominated by Mrs. Petherick, 3. S. D. Igglesden (Engineers), nominated by Miss Trowell.

CORPORATION AND TRADE DISPUTES.

RESOLUTIONS DECLARED TO BE UNLAWFUL.

A declaration that it was unlawful for the Birkenhead Corporation to require any person, as a condition of employment, to become a member of a trade union has been made by Mr. Justice Maughan in the Chancery Division.

The declaration had been claimed by the Attorney-General. The Corporation was ordered to pay the costs.

An electrician named Arthur Ernest Stafford had been dismissed by the Corporation because he was not a member of the Electrical Trades Union. Stafford successfully sued for damages in the County Court and later re-entered the Corporation's service.

In the past, the Council had passed various resolutions to the effect that employees must be trade union members, and the Attorney-General now sought declarations that these were void since the passing of the Trade Unions and Trades Disputes Act last year, and that it was unlawful for the Corporation to act upon them.

It was admitted by the Corporation that the basis of the resolutions had been taken away by the Act and they stated that they never actually tried to enforce them.

High Diving, (possible total 95).—1. S. D. Igglesden, (80 1/2). 2. G. A. V. Hall, Machine Gun, (74 1/2). 3. E. Zimmerman, Machine Gun, (69).

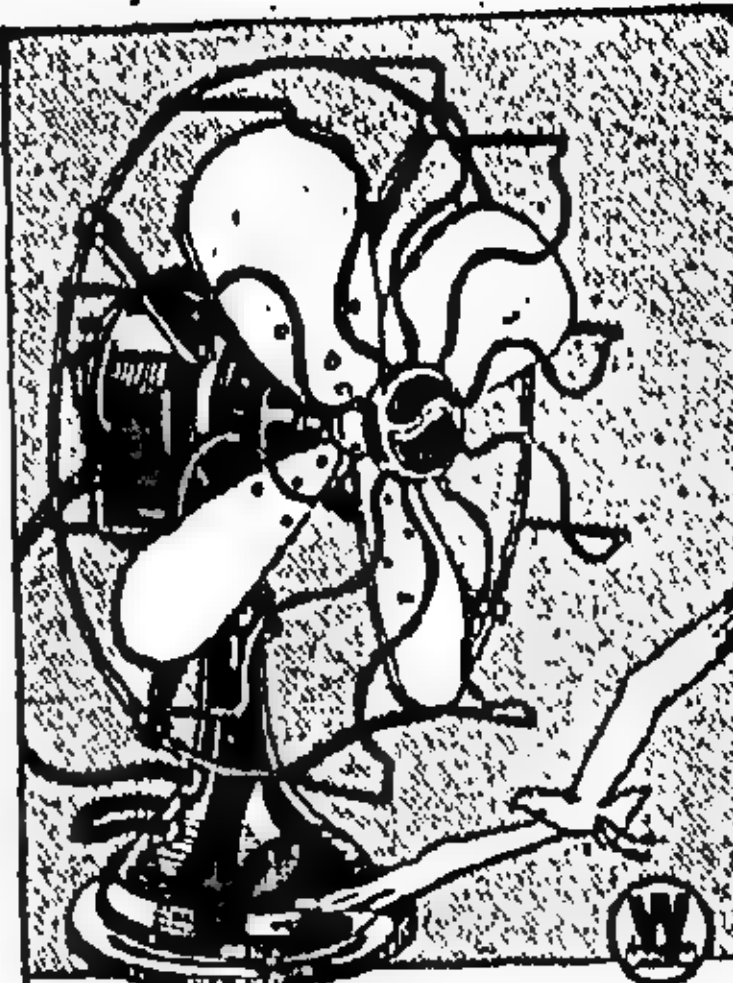
At the conclusion of the sports the prizes were distributed by Miss Peggy Bird.

Prior to the distribution, Major H. B. L. Dowbiggin, P.R.L., on behalf of the Volunteers, expressed thanks to His Excellency and Mrs. Southern for attending, remarking that any function so attended was sure to be a success and they had had a very successful evening. He also thanked Mr. Cook and the committee of the V.R.C. for placing their bath at the disposal of the Volunteers. He further expressed appreciation of the work done by Corp. Lyon and Lieut. Mackenzie, who had borne the brunt of the organising, and he also thanked the Borderers for putting a water polo team into the field, and added that the game was one of the finest events of the evening (Applause).

Major Dowbiggin then presented to Miss Bird a small clock, after which she handed the prizes to the successful competitors. In addition to the prizes silver spoons were provided for both water polo teams.

The evening then concluded with a programme of enjoyable dances to the strains of the Lyric orchestra.

Among those present were His Excellency, the Officer Administering the Government, the Hon. Mr. W. T. Southern, C.M.G., and Mrs. Southern, with Captain Smyth, A.D.C., Col. Skirving, Lieut. Col. L. G. Bird, D.S.O., Mrs. Bird, and Miss Peggy Bird, D.S.O., Major R. A. Wolf-Murray, D.S.O., M.C., and Mrs. Wolf-Murray, and Major H. B. L. Dowbiggin.



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FRIENDSHIP.

What are your friends to you?
Just to assist in passing of
your time.
Or in helping you to get what
most attracts you
In life. Or are they some-
thing more sublime?
Are they your comrades on a
way that's rugged?
Yet splendid in its call for
comradeship?
Are they the kindred souls who
know your weakness
And bear you up in love if
you should slip?
So much, so little, lies in
friendship's naming.
So easily, so light we say
"friend."
Yet in that word infinity may
touch us—
Or just a useful means to
mundane end!

THELMA COOMBS.



A jumper suit in fawn wool
maroon, with belt and bind-
ings in dull blue soft leather.

Large Jewels.

Jewels become larger every
season and for this summer they
are enormous. There are pen-
dants that cover the whole chest
and buckles worn at the waist cut
from one stone measuring two of
three inches across.

FROM PARIS.

GAY ORNAMENTS ON
EVENING SHOES.

In the place of buckles on her
evening shoes, Madame la
Parisienne is now wearing orna-
ments composed of three enormous
faceted brilliants set in a row; a
round one of ruby red, with a
square one on either side of
crystal, or a big square crystal
between two of glittering black
diamonds, and other variations of the
three great brilliants together,
which are "la mode" of the
moment. For court shoes, other
ornaments have completely dis-
appeared.

If her shoes have a strap up the
instep, however, this is concealed
by a string of brilliants.

Another novelty are satin shoes
with vamps entirely covered with
silver, gold, or both metals in a
mosaic pattern. The tiny metal
pieces are stamped on, like the
gold and silver designs on Indian
shawls. Sometimes the glittering
effect is enhanced with brilliants.

Madame usually possesses an
assortment of jewelled heels which
she has specially put on to the
shoes she buys for evening wear.
By this means the plainest satin
shoes are converted into ex-
pensive-looking articles. In Paris a
speciality is made of pairs of heels
at the bijouterie shops. They are
gay and sparkling things of gold
and black set with brilliants of all
colours in artistic designs, and are
often entirely of flashing French
paste.

And in her boudoir madame
owns the most fascinating little
brocade mules adorned with great
posies of feather flowers, or won-
derful butterflies of natural
colours made of feathers, which
almost conceal her feet and ankles.

THIS WEEK'S RECIPE.

WALNUT BRITTLE ICE CREAM.

Two cups whipping cream, 2 cups
milk, 2 eggs, 1/2 cup granulated
sugar, 1 1/2 cups crushed walnut
brittle, few grains salt, 1 teaspoon
vanilla.

Beat eggs and sugar until very
light. Beat in milk and cook over
hot water until mixture thickens.
Remove from heat and cool. Add
cream whipped until firm and nut
brittle. Mix thoroughly and turn
into freezer mold. Pack in six
parts ice to one part ice cream salt
and let stand four hours or longer.

If a crank freezer is used do not
whip the cream before combining.
Turn freezer until mixture is frozen
and then pack in ice and salt and
let stand two or three hours to
ripen.

DELICATELY LOVELY FROCKS FOR THE AUTUMN.



Sparkling beauty is given to a filmy white evening gown by embroidering it with crystals.
The designer of the centre frock has sprinkled garlands of straws flowers in a novel manner over
a chic black tulle; diaphanous and lovely is the formal afternoon ensemble of sand-coloured
chiffon and matching lace.

ARTISTIC DRESSES.

GOWNS OF SEED PEARLS.

Some of the new evening gowns
are models of achievement, which
should be preserved in special
museums, to serve as inspiration
for future generations.

Many modern decorative designs
are being used; inspired by old
world patterns. Indian and
Chinese influences are strongly
marked.

Satin garments appear to be
brocade, but are, in reality, covered
by handwork. Plounced satin
slips, embroidered with flowers,
look as if they were fashioned of
silk chintzes.

Gowns of seed pearls and gold
on white, and gowns made of bits
of coral on black impress one as
being precious and rare. The
shimmering of lace gowns is in
reality produced by spangled em-
broideries. Some of the gowns
are designed in colour harmonies,
in which five or six different tones
are represented.

Clouds of net envelop fruit and
butterflies. Immense roses are
placed on the left knee, in front
of the skirt, an interesting, if
peculiar, novelty.

Lengths of satin trail on the
ground, and lengths of brocade are
draped and looped up by huge
jewels, from which descend ropes
of pearls. Ostrich feathers are
shown in fluffy confusion, and silk
fringes are on many gowns.

Mauve parrots and white
elephants are amusing bits of em-
brodery seen on a plain crepe
gown. The traditional robe-de-
style, period Louis XIII., is shown
in blue-green moire shot in silver,
the underskirt of Chateaufort satin,
with yellow bows, and silver lace.

Crepe shawls, in pastel shades,
have sweeping fringes, others are
embroidered with huge silver
flowers. They are surpassingly
beautiful.

Original Smoking Suit.

Pyjamas have become so
elaborate nowadays that they no
longer bear their own name, but
are termed smoking suits. As
such they appear in many strange
exotic designs suitable for boudoir
or afternoon tea wear.

The trousers are distinctly
modern, and fashioned of printed
crepe-de-Chine, in one of the new
diagonal patterns, and are cut with
long petal points at either side.

The coat of the suit is in black
taffeta, the fitting cross-over
bodice being relieved by a fold of
coloured crepe-de-Chine, at the
neck.

The sleeves are a genuine re-
vival of an old fashion, for they
are in the voluminous leg o'-
mutton shape.

CRETONNE FOR
BATHING SUITS.

Bathing suits, distinct from
beach suits, are severely practical
in material and design, but even the
plainest suit of thick wool chosen
by the serious swimmer can have a
brightening touch of cretonne to
trim it. The cretonne is applique
to the suit to form some amusing
motif, such as a large green parrot
gazing at a canary, or a fish, dis-
porting itself in a sea, made from
coloured wools. Floral cretonnes
are also used, and one suit of green
wool has deep pink roses bordering
the skirt, while another is decorated
with crocuses in various vivid tones.



The yoked skirt, has become
a very smart and serviceable
affair. It is seen here de-
corated down the centre front
with three little bone buttons
which repeat the colour of the
material, which was cedar
brown. A tussore blouse with a
brown tie was worn with it,
and this was tucked inside the
skirt in the newest way.

Felt and Organdie.

"Maple" toilettes in various
black and white materials are
very fashionable this summer, and
there is a certain type of woman
who never looks better than when
she adopts this scheme. A par-
ticularly effective hat, designed to
accompany an ensemble of black
and white satin and white fox fur,
has a crown of black, summer-
weight felt, with a wide brim of
dead white organdie muslin,
arranged in layers to give a
drooping, uneven effect. This
model, while original and striking,
is not becoming to everyone, and
the woman who wears it must be
able to carry off the slightly
bizarre effect.

DRESSES LIKE
FLOWERS.

LACE-STILL MUCH USED.

The luxury in women's dress
noticed in the past week almost
defies description, says a writer
in a Home paper, the summer
bringing out all the delicate,
fragile clothes which were pre-
pared for the open-air festivities,
and the many dinner parties and
dances, which are being held just
now.

Wherever the smart world con-
gregates, whether it be at the
races, polo, garden-party,
luncheon, tea, or dinner, here,
there, and everywhere, women
wear the most lovely clothes.

The dresses in gay, printed
chiffons, and in the pale and
bright crepes-de-chine, trimmed
with a second material, look like
lovely flowers.

They are well completed with
straw hats or felt ones.

The soft flounces and draperies
of the skirts flutter or flow about
the figure like leaves and petals.
The slim, silken-clad legs, and
daintily-shod feet might pass for
slender stems.

The curious thing about the
fashion is that among all these
delicate frocks you see plenty of
tailor-made and furs. There
seems to be no moment in the year
when winter clothes are put away.
The weather has a good deal to
do with this, but it is not only the
weather that accounts for it.

Lace is a material much used
just now for evening dresses.

In black over pink, in white
over silver, in delicate shades of
many colours, it is put over slips
of chiffon, satin, lame, with com-
plete success.

A lace dinner dress may have
long, transparent sleeves. Think
how useful this is to older women,
or to girls whose arms are not
all they might be!

Elaborate Evening Cloaks.

Evening wraps become more and
more elaborate, and the woman
who can achieve a cloak to match
every gown is in the height of
fashion. For those who must
wear the same wrap with several
frocks there is a luxurious model
of summer ermine and gold
embroidery which would look
charming with a variety of
toilettes. The fur is worked in
narrow strips and sewn to a
foundation of gold lame, and in
between the lines of fur the lame
is thickly embroidered with gold
and crystal beads. The wrap is
made in a plain, almost tailored
shape, with wide sleeves and a
straight-neck collar of fur and
embroidery.

ART OF LOUNGING.

LIDO DISPLAY IN LONDON.

London experienced a new dress
thrill recently when Parisian
mannequins with complexions of
the correct sun-burned tinge and
shingles of the classic perfection
of ancient sculptures demon-
strated the art of lounging on the Lido
in bathing and sun-bath costumes.

Princess Kotschoubey, a charm-
ing Russian known to the world of
Paris fashion as Mary Mowitzky,
the creator of the beach suit and
pyjama, vogue in its striking
modern manifestations, was
responsible for wafting a sea-
shore holiday atmosphere into the
restaurant of the Green Park
Hotel.

"Beach Furniture."

Her Parisian mannequins had
brought with them not only their
sun-burn and their exotic cos-
tumes, but a highly original col-
lection of beach furniture warranted
to give a Lido air to the most
respectable beach.

There was a mannequin, smart-
ly clad in a bathing coat of bril-
liant green tulle crepe, which may
be compared with the old-fashion-
ed "olly" once used for water-
proofs, with the nine of clubs and
the queen of hearts appliqued on
the back in the colours of the
cards. She sauntered in carrying
what appeared to be an enormous
beach bag. This was a folding
card table, with a green beige top,
in the pockets of which were all
the requirements for a rubber of
bridge on the sands.

Vivid Colours.

Another piquant little picture of
modern beach life was provided by
the spreading on the floor of a rug
composed of crescents of vari-
coloured fabric, followed by the
arrival of a beach cushion of
divan-like dimensions, the top of
which was made up of circles of
equally vivid-coloured applique
linen.

Lastly, there came the manne-
quin wearing a bathing coat built
up of bands of nigger brown,
orange, yellow, light green and
dark emerald chiffon, who reclined
on cushion and rug with the easy
elegance that fashion demands.

Designs took a geometrical turn
for the most part, but one original
pyjama coat decoration reproduced
in applique the kings and queens,
bishops, knights and castles of the
chessboard.

A New Fan.

A new fan, which has the appear-
ance of being of huge quill feathers,
is actually made of layers of chiffon,
cut in the shape of these feathers
and slightly stiffened. The effect
is transparent, and very soft and
becoming.

GOLD LACE FANS.

The demure, slightly Victorian
type of evening frock favoured by
the debutantes of the season de-
mands accessories which are in
keeping with the old-world effect
of the gown, and in consequence
small fans are creeping into favour.
Exquisite old fans which have lain
in some cupboard for years are pro-
duced and carried with pride, and
painted muslin, chicken skin or lace
are all permissible again. Modern
fans, which for so long have been
made solely of feathers, are now
designed in lace and sequins to ac-
company picture frocks, and the
tiny satin models with sticks of
mother-o-pearl are copied from
museum specimens. A beautiful fan
in the graceful Spanish shape, is
made of fine gold braid lace appli-
que to a background of gold net,
and the sticks are of fine wood carv-
ed and gilded to match.



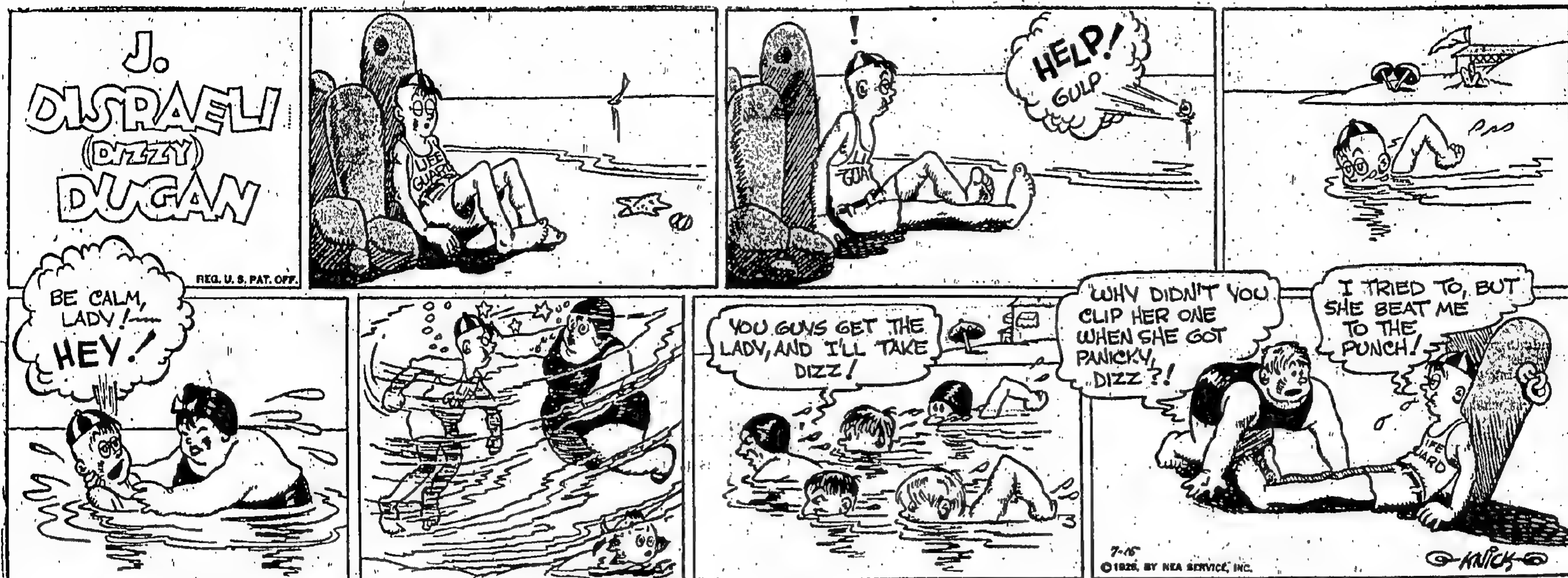
The tucked-in blouse is of
beige foulard with polka dots
in navy blue, and is worn with
a light cloth coat and skirt of
navy blue. A broad plain belt
fastens with a mother o'pearl
buckle and the collar and tie of
the blouse are of plain beige
crepe de chine. A tiny arrow of
blue patent leather at the side
of the hat tones with the skirt
belt.



Pictured is Anita Stewart, film actress, who has obtain-
ed a divorce decree from her husband, Rudolph Cameron
Brennan. She stated that her husband preferred living at
his club.

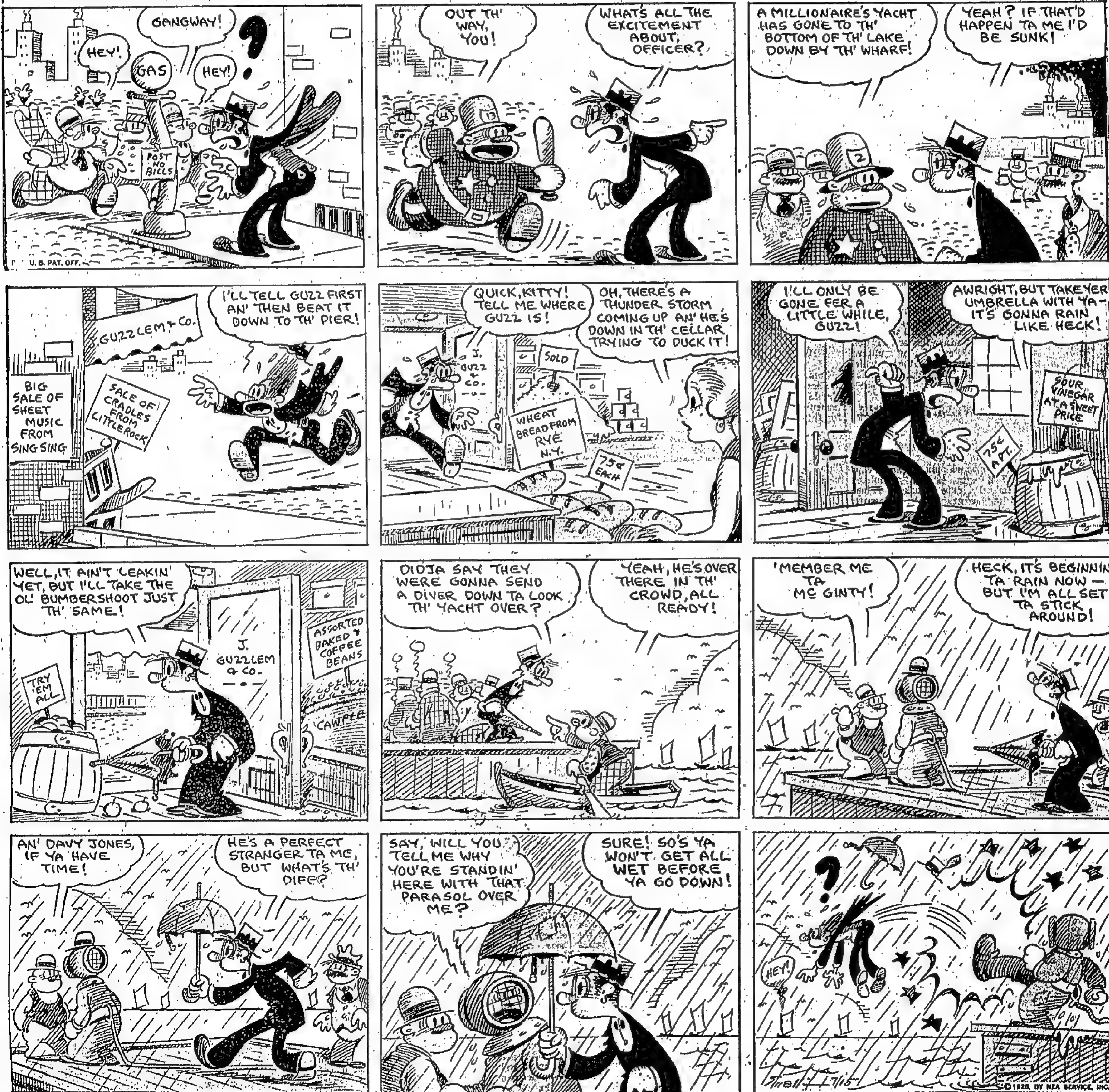


The girl with clever fingers can work a cardigan like
this in canvas with cross-stitch embroideries. The diamond-
design is attractive, and, with the long front line, gives a
slimming effect. If embroidered canvas is not to one's fancy,
the cardigan could be made up in one of the many fancy jac-
quard materials which are available in the shops.



SALESMAN SAM

By Small



WHITEAWAYS FOR DOLLAR VALUES

THE "CANARY" MURDER CASE

BY S. S. VAN DINE AUTHOR OF THE BENSON MURDER CASE

CHARACTERS

PHILO VANCE, Attorney of New York County.
MARGARET ODELL (THE "CANARY"), a man-about-town.
KENNETH SPOTSWOOD, a manufacturer.
LOUIS MANNIX, an importer.
DR. AMBROSE LINDQUIST, a fashionable neurologist.
TONY SKEEL, a professional burglar.
WILLIAM ELMER JESSOP, telephone operator.
HARRY SPIVELY, telephone operator.
EARNEST HEATH, Sergeant of the Homicide Bureau.

THE STORY THUS FAR

The jewel case had been opened with a chisel after being battered with a poker. And this puzzle VANCE was it found near the strangled body of Margaret Odell. It makes him think two men were in the apartment, the murderer unaware of the man hiding in a clothes closet. In no way can the presence of even one of the finger-prints lead to the arrest of Skeel, after Cleaver, and Dr. Lindquist are questioned and Spotswood's known actions eliminate him. VANCE shoots a sudden question at Skeel: "Why didn't you give the alarm?"

CHAPTER XXI

"Don't bother to answer," pursued VANCE, as the man opened his lips to speak. "But tell me, didn't the slight shake you up a bit?" "I don't know," Skeel retorted with sudden impudence. "But, for all his sunny mood, one sensed an uneasiness in his manner. There was an overtone of effort in his desire to appear indifferent, which robbed his words of complete conviction."

"Not a pleasant situation, that," VANCE ignored his retort. "How did you feel, crouching there in the dark when the closet door-knob was turned and some one tried to get in?" His eyes were boring into the man, though his voice retained its casual intonation.

"The muscles of Skeel's face tightened, but he did not speak. "Lucky thing you took the precaution of locking yourself in—eh, what?" VANCE went on. "Suppose he'd got the door open—my word! Then what?"

He paused and smiled with a kind of silky sweetness which was more impressive than any glowering aggression. "I say, did you have your steel chisel ready for him? Maybe he'd have been too quick and strong for you—maybe there would have been thumbs pressing against your larynx too before you could have struck him—eh? Did you think of that, there in the dark?"

No, not precisely a pleasant situation. A bit gruesome, in fact. "What are you raving about?" Skeel spat out insolently. "You're bawling!" But his swagger had been forgotten, and a look akin to horror had passed across his face. This slackening of pose was momentary, however; almost at once his smirk returned, and his head swung in contempt.

VANCE sauntered back to his chair and stretched himself in it listlessly, as if all his interest in the case had again evaporated.

Markham had watched the little drama attentively, but Heath had sat smoking with ill-concealed annoyance. The silence that followed was broken by Skeel.

"Well, I suppose I'm to be railroaded. Got it all planned, have you? Try and railroad me!" He laughed harshly. "My lawyer's Abe Rubin, and you might phone him that I'd like to see him."

Markham, with a gesture of annoyance, waved to the deputy sheriff to take Skeel back to the Tombs. "Where were you trying to get at?" he asked VANCE, when the man was gone.

"Just an elusive notion in the depths of my being struggling for the light," VANCE smiled placidly a moment. "I thought Mr. Skeel might be persuaded to pour out his heart to us. So I wooed him with words."

"That's just bully," glibed Heath. "I was expecting you any minute to ask him if he played mummy-peg or if his grandmother was a hoot-owl."

"Sergeant, dear Sergeant," pleaded VANCE, "don't be unkind. I simply couldn't endure it. . . . And really, now, didn't my chat with Mr. Skeel suggest a possibility to you?"

"Sure," said Heath, "—that he was hiding in the closet when Odell was killed. But where does that get us? It lets Skeel out, although the job was a professional one, and

he was caught red-handed with some of the swag." He turned disgustedly to the district attorney. "And now, what, sir?" "I don't like the look of things," Markham complained. "If Skeel has Abe Rubin to defend him, we won't stand a chance with the case we've got. I feel convinced he was mixed up in it; but no judge will accept my personal feelings as evidence."

"We could turn the Dado loose, and have him 'tallied,' suggested Heath grudgingly. "We might catch him doing something that'll give the game away."

Markham considered. "That might be a good plan," he conceded. "We'll certainly get no more evidence on him as long as he's locked up."

"It looks like our only chance, sir,"

"Very well," agreed Markham. "Let him think we're through with him; he may get careless. I'll leave the whole thing to you, Sergeant. Keep a couple of good men on him day and night. Something may happen."

Heath rose, an unhappy man. "Right, sir. I'll attend to it."

"And I'd like to have more data on Charles Cleaver," added Markham. "Find out what you can of his relations with the Odell girl. . . . Also, get me a line on Doctor Ambrose Lindquist. What's his history?—what are his habits?—you know the kind of thing. He treated the girl for some mysterious or imaginary ailment; and I think he has something up his sleeve. But don't go near him personally—yet."

Heath jotted the name down in his notebook, without enthusiasm. "And before you set your stylish captive free," put in VANCE, yawning, "you might, don't you know, see if he carries a key that fits the Odell apartment?"

Heath jerked up short, and smiled. "Now, that idea's got some sense to it. . . . Funny I didn't think of it myself. And shaking hands with all of us, he went out."

(Wednesday, September 12; 10:30 a.m.)

Swacker was evidently waiting for an opportunity to interrupt, for when Sergeant Heath had passed through the door, he at once stepped into the room.

"The reporters are here, sir," he announced, with a wry face. "You said you'd see them at ten-thirty."

In response to a nod from his chief, he held open the door, and a dozen or more newspaper men came trooping in.

"No questions, please, this morning," Markham begged pleasantly. "It's too early in the game. But I'll tell you all I know. . . . I agree with Sergeant Heath that the Odell murder was the work of a professional criminal—the same who broke into Arneheim's house on Park Avenue last summer."

Briefly he told of Inspector Brommer's findings in connexion with the chisel.

"We've made no arrests, but one may be expected in the very near future. In fact, the police have been careful in order to avoid any chance of an acquittal. We've already recovered some of the missing jewelry. . . ."

He talked to the reporters for five minutes or so, but he made no mention of the testimony of the maid or the phone operators, and carefully avoided the mention of any names.

When we were again alone, VANCE chuckled admiringly. "A masterly evasion, my dear Markham! Legal training has its advantages—decidedly it has its advantages. . . . We've recovered some of the missing jewelry!"

"Sweet winged words! Not an untruth—oh, no—but how deceiving!" Markham rejoined impatiently. "Suppose you tell me, now that 'suppose' you tell me, now that Heath's gone, what was in your mind when you applied your verbal voodooism to Skeel. What was all the conjurer-talk about dark closets, and alarms, and pressing thumbs, and peering through keyholes?"

"Well, now, I didn't think my little chit-chat was so cryptic," answered VANCE. "The recherche Tony was undoubtedly ambushed during the clothes-press at some time during the fatal evening; and I was merely striving in my amateurish way, to ascertain the exact hour of his concealment."

"And did you?"

"Not conclusively," VANCE shook his head sadly. "You know, Markham, I'm the proud possessor of a theory—its vague and obscure and unsubstantial; and it's downright unintelligible. And even if it were verified, I can't see how it would help us any, for it would leave the situation even more incomprehensible than it already is. . . . I almost wish I hadn't questioned Heath's Beau Nash. He upset my ideas frightfully."

SAFEGUARDING DEBATE.

VIEWS ON SPEECH OF MR. CHURCHILL.

London, July 27.

There has been much discussion about Mr. Churchill's speech on the Censure debate—as to which the tone as well as the words have come in for favourable explanation in some quarters and severe criticism in others.

The friends of an extension of the Safeguarding policy are congratulating themselves on the astuteness of their leaders.

After Front Bench speeches, the Government Whips told for Ministers, including the Chancellor of the Exchequer, voted for, and all the Conservatives in the House except some six or seven avowed Free Traders, supported the insertion in the motion of words deploring the continued opposition of the Socialist and Liberal Parties to the policy of Safeguarding.

It is true the amendment says nothing about iron and steel; nor does it pledge the House to an extension of safeguarding—though this logically follows from the declaration that the policy has been beneficial wherever applied.

Only in the late afternoon of Tuesday did the Government consent to adopt Sir Henry Page Croft's proposal as the official amendment to the Socialist censure motion. Indeed it had been assumed that a colourless form of words proposed by Captain Eden—dealing only with the rating proposals—would be so favoured.

Iron and Steel Depression.

Further efforts to get the Government to regard with sympathy the appalling condition of the iron and steel trades are to be made despite the late period of the session. At five o'clock on Monday those members who belong to the Empire Industries Association—they number nearly 300—will meet the Council of that body, and at a quarter to six the 200 or so members who signed the memorial to the Prime Minister in favour of action before the General Election, will discuss ways and means for promoting the object they have in view.

One heard, here and there, talk of a deputation to the Chief Whip to hint at the withdrawal of support should the Government persist in its policy of doing nothing; but it may be taken for granted that the leaders of the movement will give no countenance to any action of this sort.

The danger ahead is that inaction may weaken Conservative enthusiasm in the constituencies; and already some members who sit for industrial constituencies in the Midlands and the North have had messages from influential supporters of a disquieting kind. There is no doubt, too, that the party machine is against any extension of Safeguarding, in spite of the fact that the body it is supposed to represent, the National Union, is never weary in passing resolutions at national as well as at regional conferences, urging the Government to get forward.

The Party Machine.

This action is regarded by some Conservative members as being connected with recent appointments to the executive; but the fact is that party machines are by their very nature inclined to timidity.

Indications of the beneficial effects of Safeguarding continue to be multiplied. A member yesterday mentioned in conversation that the duty on wrapping paper had, in the case of one firm, increased output by 60 per cent, and coal consumption by 80 tons a week.

THE MERCANTILE BANK OF INDIA LIMITED.

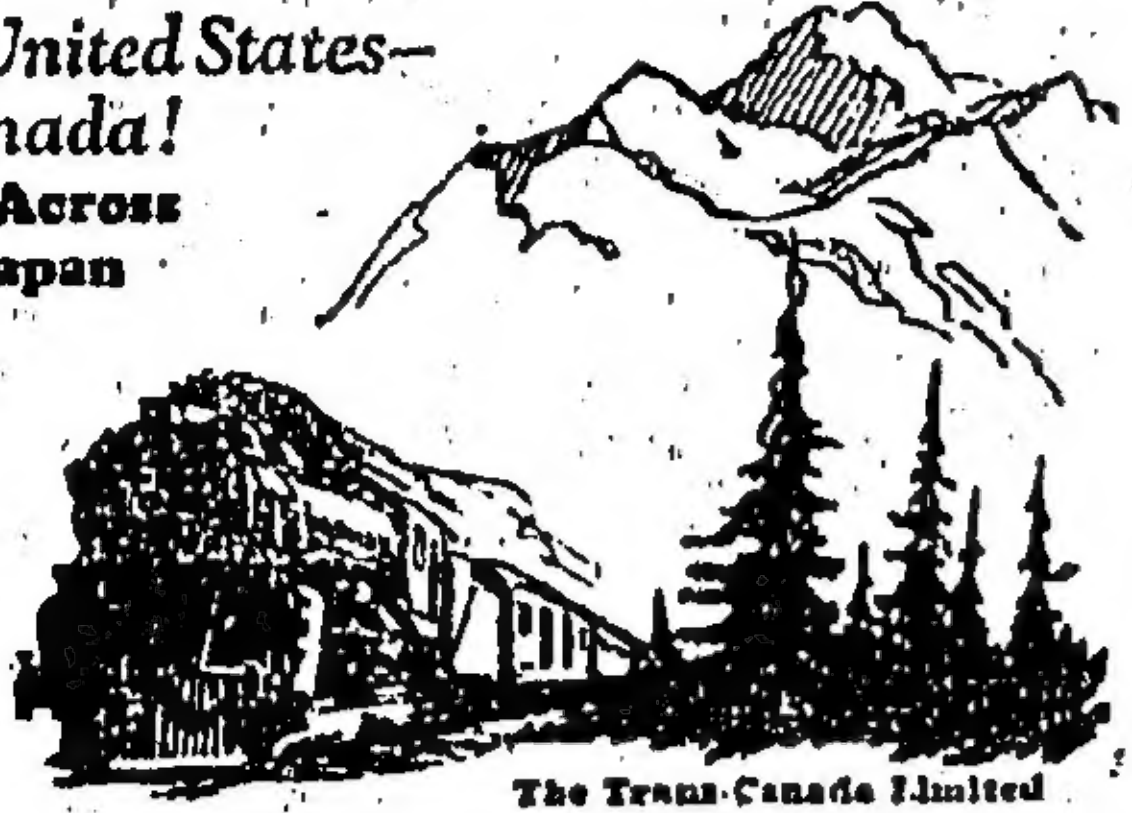
15, Gracechurch Street, London, E.C. 4.
 Authorized Capital £2,000,000
 Subscribed Capital £2,000,000
 Paid-Up Capital £1,000,000
 Reserve Fund and Profit £1,000,000

The Bank of England and Midland Bank Limited.

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STEAMERS	Leave	Arrive	Leave	Arrive
EMPEROR OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6
EMPEROR OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20
EMPEROR OF OANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11
EMPEROR OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1
EMPEROR OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15
EMPEROR OF RUSSIA	Nov. 28	Dec. 1	Dec. 4	Dec. 6
EMPEROR OF ASIA	Dec. 12	Dec. 15	Dec. 18	Dec. 20
EMPEROR OF RUSSIA	Jan. 16	Jan. 19	Jan. 22	Jan. 24
EMPEROR OF ASIA	Feb. 6	Feb. 9	Feb. 12	Feb. 14
EMPEROR OF RUSSIA	Feb. 27	Mar. 2	Mar. 5	Mar. 7
EMPEROR OF ASIA	Mar. 13	Mar. 16	Mar. 19	Mar. 21

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M.V. "JAPAN" 20th August
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PORTHOS	11th Sept.	D'ARTAGNAN	11th Sept.
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D'ARTAGNAN	9th Oct.	G. METZINGER	9th Oct.
SPHINX	23rd Oct.	PAUL LEON	23rd Oct.
G. METZINGER	6th Nov.	ANDRE LEON	6th Nov.
PAUL LEON	20th Nov.	CHENONCEAUX	20th Nov.
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USEFUL RESEARCH AND
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Paris, July 27.
Convicted of robbing tombs
while conducting a Belgian scientific
mission in Morocco, Andre
Lequex, aged 40, was sentenced
after trial in Paris, yesterday, to
six months' imprisonment.

Lequex, who had graduated as a
Doctor of Science in the University
of Liege, had, in the course of his
scientific researches for the Belgian
Government, made several journeys
to Morocco, and the results of his
work were much appreciated.

But he seemed to lead a sort of
Jekyll and Hyde existence. His
startling and singular behaviour
at times puzzled his friends.

He developed a ghoulish mania
for collecting vases, bronzes,
statues and crucifixes from the
Moroccan cemeteries.

He made no attempt to sell any
of the objects, but kept the gruesome
collection for his own pleasure.

One day he was caught taking a
statuette from a tomb, and the
Court acquitted him as a first-of-
fender.

Some days later he drove up to
a cemetery in his motor-car and
took a crucifix from the tomb of a
girl.

Again and again he visited cemeteries,
breaking open vaults and
taking numerous objects.

Finally he was surprised by the
wardens of a cemetery, but he tried
to get away in his motor-car, which,
however, was pursued and over-
taken.

CANTON CURRENCY.

THIRTEENTH YEAR COINS
TO BE WITHDRAWN.

In view of the announcement
that the Government Mint is being
renovated and restored preparatory
to opening for work, some mis-
understanding has arisen in the
public mind that this restoration
is according to the plans of the Com-
mittee of Reconstruction, under
which a new dollar is to be struck
for use in the two Kwangs.

The Mint is being prepared solely
for the purpose of withdrawing
from the market all the 13th year
coins that are now in circulation,
which coins will be melted down
and re-minted as a new issue of
the proper fineness. Mr. Wong
King-fong, who has been appointed
Director of the Mint for this purpose,
has been busily engaged in his
preparations for the re-opening,
and it is now expected that the
Mint will be ready for operations
by September 1, next.

New Dollar Coinage.
As regards the new dollar coinage
with which the above work has
been confused, this will be an en-
tirely new issue for which large
quantities of bullion will be required.
The new issue is intended for
the purpose of stabilising and read-
justing the present silver currencies
in use in the Two Kwangs, but
further progress in this matter
cannot be made until the return of
Marshal Li Chai-sum.

Mr. Fung Cho-man, Commissioner
of Finance, is reported to have
prepared a comprehensive scheme
for the readjustment of the silver
currencies of these two provinces,
and this scheme will be laid before
the Provincial Government Council
for consideration preparatory to
its submission to Marshal Li.
Canton Gazette.

A FALSE CHARGE?

DEVELOPMENTS IN TRIAL OF
ALLEGED KIDNAPPERS.

A family quarrel involving a
murder charge was put forward
by Mr. Hin-shing Lo, as the rea-
son for an allegedly "trumped up"
charge of kidnapping, when he
opened the defence of the four
Chinese indicted for kidnapping at
the Criminal Sessions yesterday.

Before the Chief Justice, (Sir
Henry Gollan). For the defence
it was alleged that the second pris-
oner, Tam Mei, was charged with
murder together with two of his
brothers, six or seven years ago,
on which count they were dis-
charged, and that that had a bearing
on the present charges.

It is alleged that the prisoners,
Tam Tai, alias Tam Kwai-chuen,
Tam Mei, Tam Cheung, and Tam
Kam-shu, abducted Ng Chau at
about four o'clock on the morning
of May 14, while he was fishing
at Lung Kau Tan Harbour, and
demanded \$800 ransom. The
accused were eventually arrested
in Macao.

Mr. Somerset Fitzroy is pro-
secuting for the Crown, while Mr.
Hin-shing Lo, instructed by Mr.
F. H. Loseby, is defending.

In the afternoon Sub-Inspector
A. J. W. Dorling stated that he
examined Ng Chau's wrists and
found marks which gave him the
impression that the man had been
tied up.

His Lordship asked witness's
opinion with regard to abrasions,
pointing out that the story for the
Crown was that Ng Chau's hands
were tied behind him, he was in a
rather small hold, and the hatch
was put on which prevented him
stretching his head upwards. He
had stated that he was thus kept
from May 15 until May 20. His
Lordship asked witness whether
he would not expect to find some
serious indications.

Witness replied that if that was
so he would expect to find more
than he did.

After evidence had been given
by a Chinese detective, who went
to Macao from Hongkong, an in-
terpreter deposed as to charging
the prisoners and interpreting
their answers. The prisoners
denied the charges.

Mr. Fitzroy intimated that that
evidence concluded the case for
the Crown.

Case to Answer.

Mr. Lo then submitted that
there was no case to answer but
his Lordship ruled against him on
the point asked if the defence de-
sired to call any witnesses.

Mr. Lo replied that through the
good offices of the police there
were three witnesses in Hongkong
who, he said, he would call.

Mr. Fitzroy explained that those
witnesses were mentioned by the
prisoners and he at once asked the
police to secure them.

In addressing the court for the
defence Mr. Lo referred to the
fact that the first three prisoners,
and the complainant, his wife and
the complainant's brother, Ng
Kin, were related. Counsel re-
ferred to trouble which arose be-
tween two branches of the family
six or seven years ago which re-
sulted in a murder charge being
formulated against Tam Mei.

Attempt to Ruin Family.
Counsel further said that the
court would hear that the object
of the present "trumped up"
charge was for the purpose of
satisfying a personal animosity

CHARGING CROSS BRIDGE PLAN.

APPROVAL OF L.C.C.
RECOMMENDED.

At its meeting on July 31 the
London County Council had
before it a recommendation by the
Improvements Committee that the
new Charging Cross Bridge scheme
should be generally approved.

The Treasury has already in-
timated its willingness to provide
three-quarters of the cost of the
scheme, and if the L.C.C. assents
all that remains for the scheme to
be put in hand is the agreement
of the Southern Railway.

There is no general meeting of
the Southern Railway Company
until February, 1929, but since
the chairman of the company has
already promised to obtain the
views of the shareholders on the
project it is possible that some
opinion will be forthcoming before
that date.

Great New Bridge.

The scheme, it will be recalled,
proposes at a total cost of about
£10,000,000, the construction of a
new road bridge in place of the
present Hungerford foot and rail-
way bridge. The new road bridge
would spring from the position of
the Cavell memorial and would
cross the Thames to a point near
Waterloo Station. The scheme
involves the removal of the pre-
sent Charging Cross station, and
hotel to the south side of the
Thames.

The new station would be
erected on a triangular site
bounded by Waterloo Bridge, the
new Charging Cross Bridge, and
the Thames.

With this scheme other projects
seem inevitably to be linked. The
London County Council this week
decided to begin the work of com-
pleting the County Hall and the
question, so long mooted and
frequently referred to in the
Morning Post of an embank-
ment and gardens on the south
side of the Thames, is again
raised.

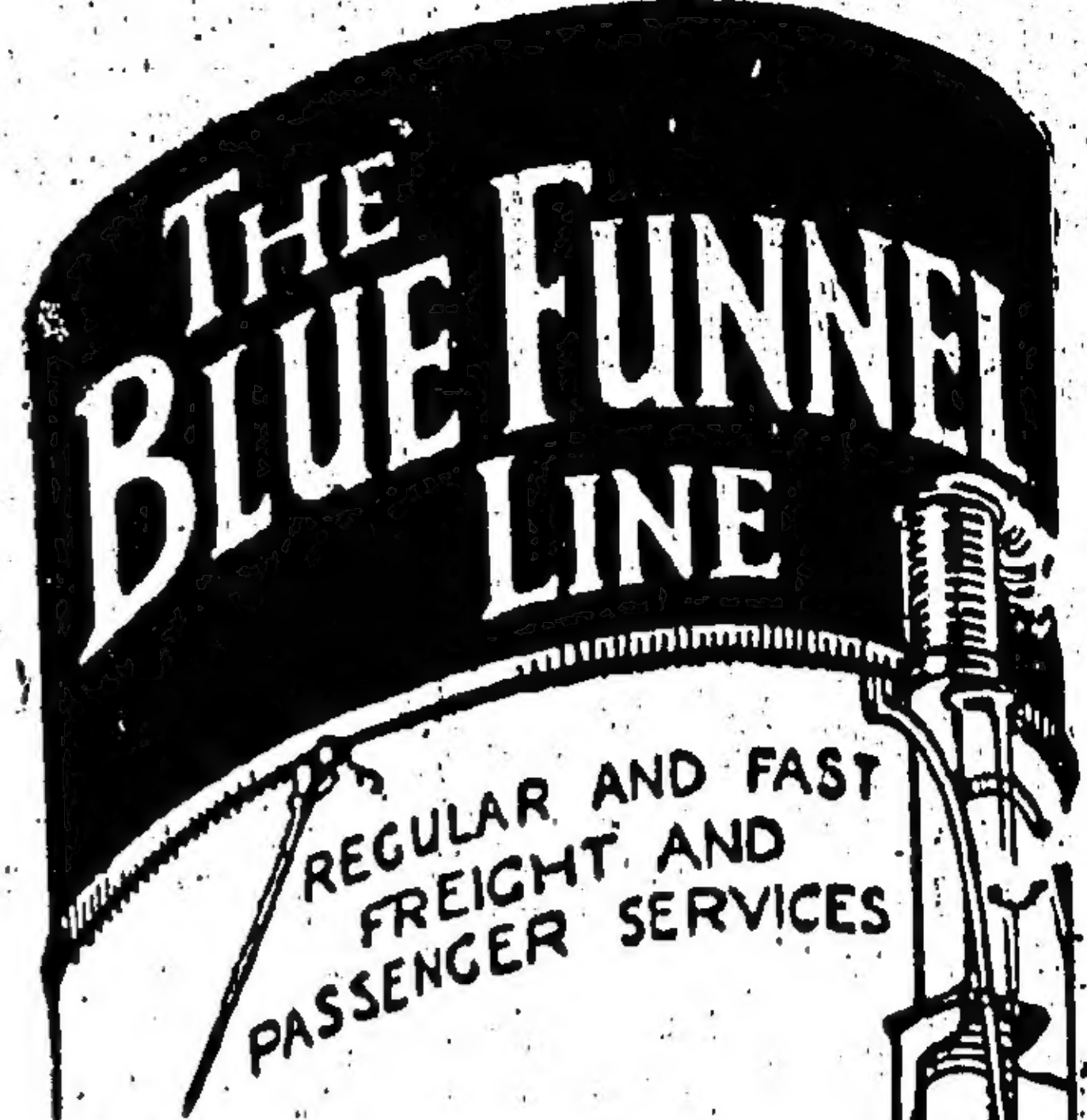
A first instalment in such a
scheme might be that the portion
of the south bank of the Thames
between the proposed new Charging
Cross Bridge and the County Hall
would be considered.

The cost of clearing away the
wharves and warehouses along
this stretch has been estimated at
£500,000, and it is understood that
the Government may be willing to
extend their contribution to a
share in this amount.

against Tam Mei. It was an at-
tempt to rob the prisoners of a
small fortune and ruin the family.
The defence would call witnesses
from Macao who would say that
on the morning the so-called rob-
bers were alleged to have inter-
viewed Ng Kin with regard to the
release of Ng Chau at Ling Ting
Island, the prisoners were then
elsewhere in Macao.

Tam Tai, alias Tam Kwai-chuen,
the first prisoner, said, in evi-
dence, that the reason why he had
not made his fishing headquarters
in Hongkong for the past six or
seven years was because the fam-
ily Tang and Ng had reported a
matter to the police to the effect
that he (prisoner) had committed
murder. He was tried on the cap-
ital charge, together with his two
other brothers, and on the con-
clusion of the trial they were all
acquitted.

The hearing was adjourned un-
til this morning.



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"BELLEROPHON" 20th Sept. Genoa, Havre, L'pool & Glasgow
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President Monroe	Sunday, Aug. 26, 8 a.m.
President Wilson	Sunday, Sept. 9, 8 a.m.
President Van Buren	Sunday, Sept. 23, 8 a.m.
President Hayes	Sunday, Oct. 7, 8 a.m.

To Manila

President Monroe	Aug. 26th, 8 a.m.
President Taft	Aug. 23th, 6 p.m.
President McKinley	Sept. 1st, 6 p.m.
President Wilson	Sept. 9th, 8 a.m.

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TO KOBE via AMOY, KEELUNG & SHANGHAI	Fooksang	Fri. 14th Sept at 7 a.m.
TO OSAMA via AMOY, SHANGHAI, MOJI & KOBE	Hosang	Wed. 19th Sept at 7 a.m.
TO CANTON	Chaksang	Tues. 28th Aug at 5 a.m.
TO STRAITS & CALCUTTA	Namsang	Mon. 27th Aug at 3 p.m.
TO TIENTSIN	Chongshing	Sun. 2nd Sept at 7 a.m.
TO SANDAKAN	Hinsang	Wed. 29th Aug at 3 p.m.

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Motor Vessel "GLENAPPI" (Via Oran)	31st Oct.
Motor Vessel "GLENSHIEL" (Via Oran)	16th Nov.
TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.	
Motor Vessel "GLENAPPI" (Via Oran)	15th Sept.
Motor Vessel "GLENAMOY" (Via Oran)	27th Sept.
Motor Vessel "GLENAPPI" (Via Oran)	28th Sept.
Motor Vessel "GLENSHIEL" (Via Oran)	14th Oct.
Motor Vessel "GLENBEG" (Via Oran)	26th Oct.

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EXCURSION TO MACAO.

ON SUNDAY, 26th AUGUST.

S. S. "SUI AN"

will depart from the Company's Whig Lok Wharf at 9.00 a.m. and from Macao at 5.00 p.m.

RETURN SALOON PA SSAGE FARE: \$5.00

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CAR IN TWO FATAL COLLISIONS.

ALLEGED TO HAVE BEEN STOLEN.

Two people were fatally injured in accidents in which the same motor-car was alleged to have been concerned in Cambridge recently. The car came from the direction of the railway station, and on Hills-road railway bridge knocked down Miss Gladys Farrant, of Bumpsted-road, Haverhill, who was employed by a Cambridge firm of costumers. Her bicycle was broken in two, and she was carried by the car nearly 100 feet. The car, it is alleged, did not

stop, and a little further on collided with Mr. Harold Geoffrey Dodd, of Norwich-street, Cambridge, who was riding a motor-cycle, and came to rest on the footpath near Homerton Training College. The injured people were taken to Addenbrooke's Hospital. Mr. Dodd died shortly after admission, and the girl died about four o'clock the following morning. Police-constable Double, of Cambridge, went to Pampford, a village ten miles away, and interviewed Walter Hunt, of Rose Cottage, Pampford. Later the man was brought to Cambridge police station and detained. The car was identified by Mr. Walter Moss, a garage proprietor, of Hills-road, who informed the police that it had been stolen from the station yard.

ALLEGED ASSAULT.

INDIAN POLICE SERGEANT BEFORE COURT.

Musdan Singh, an Indian Police Sergeant stationed at Cheung Chau, appeared yesterday before Mr. R. E. Lindsell in connexion with an alleged assault on a Chinese named Yeung Shiu-ping at Cheung Chau on August 1.

Mr. M. K. Lo appeared for the prosecution whilst Mr. C. A. S. Russ represented the defendant. Mr. L.H.C. Calthrop, A.S.P., watched the proceedings on behalf of the police.

Outlining the case, Mr. Lo stated that on August 1, the complainant and two other friends, surnamed Li and Lau had occasion to go to Cheung Chau, where they inspected a certain piece of land. These three men had finished their business and wanted to return to Hongkong on the seven o'clock ferry. The ferry usually arrived at Cheung Chau a few minutes before the sailing time and everybody who wished to board the ferry had to be in readiness to catch it.

The complainant's party was proceeding on to the ferry and Yeung had already boarded the launch when he realised that Li was being searched by the defendant.

Mr. Lo explained at this stage that the complainant had been a Police Reservist of some years' standing, and that he realised the danger of even being mistaken for interfering. He merely stood behind to watch as he knew that his friend was carrying a lot of money. Complainant observed that Li was felt all over and that every note on his person was taken out by the Indian and examined, but the complainant never said a word.

When the search was all over the defendant turned round on Yeung and asked him where he was employed and Yeung told him that he worked in the Standard Oil's town office. Apparently the defendant had never heard of the Standard Oil's town office for he asked Yeung whether he meant the Standard Oil at Leichikok.

Taken to Police Station.

Continuing, Mr. Lo said that his client, after the conversation, went on to the boat. Whilst he was there, he took out a pencil and a sheet of paper on which he put down the defendant's number and the time of the day, intending to make a report to the C.S.P. of the manner in which Li was searched. Another Indian constable, who was on the wharf at the time, saw Yeung writing and shouted to the defendant, who then rushed up on to the boat.

The defendant then seized Yeung by the neck and although Yeung protested and alternatively offered to go quietly to the Police Station, the Indian did not release his hold on Yeung. Mr. Lo added that the Indian struck his client a blow in the face and also kicked him with his knee. Whenever his client walked fast, said Mr. Lo, he was dragged, and whenever he slowed down, the Indian pushed him.

During the time Yeung was being assaulted he mentioned to the defendant that he was going to report the whole matter to the C.S.P. Mention of that seemed to have a salutary effect on the Indian, who

THE NEW CAPITAL.

CONSTRUCTION TO COST FIFTY MILLION DOLLARS.

Nanking, Aug. 17.

The Reconstruction Committee has submitted the budget of expenditure for the construction of the new capital, to the Government Council for consideration. It is calculated that \$50,000,000 is necessary to meet the whole expenditure.

The Committee proposes that \$15,000,000 be raised by the Central Government and the remainder by various provincial governments in proportion to the provincial wealth and territory, within five years.

The proposal has been referred to Marshal Feng Yu-hsiang, Li Chai-sun, Chiang Kai-shek, and General Ho Ying-ching and Dr. Kung Shiang-hai for consideration. Following is the original table of the allotment of funds in the various provinces:

\$2,200,000 by Kwangtung, Kiangsu, Chekiang, Hupeh, and Szechuen respectively.
\$2,300,000 by Hunan, Hopeh, Kiangsi, Shansi, Fukien and Fongticia respectively.
\$1,200,000 by Shantung, Honan, Anhwei and Kwangsi respectively.
\$500,000 by Shensi, Kirin and Heilungkiang respectively.
\$200,000 by Yunnan, Kweichow, Sinkiang, and Kansu respectively.
\$100,000 by the Three Special Areas, Jehol, Chahar and Sui Yuan respectively.

then ceased assaulting the complainant.

At the police station, said Mr. Lo, the Inspector-in-charge examined the complainant first and took a very full statement from him. He then took statements from each of the witnesses. The Sergeant admitted to the officer on duty that he arrested Yeung because the latter took down his number. The defendant had then denied the assault and when the officer-in-charge asked him how he accounted for Yeung's broken lip, the Indian explained that Yeung had a fall.

Mr. Lo said that at the end of his investigations, the Inspector expressed his regrets and through his kindness a launch was sent for and the party arrived at Hongkong at 1 a.m.

Yeung Shiu-ping, giving evidence, supported the story as recounted by Mr. Lo. He produced a certificate to the court showing that he had served as a Police Reservist between 1915 and 1919 and that at the end of that time he was certified as an officer with long and exemplary service.

Mr. Russ in cross-examination suggested that the reason why defendant arrested witness was because the latter refused to be searched. Witness denied this.

Mr. Russ asked if any word of anger or resentment had passed between the Sergeant and witness whilst on the wharf. Witness said that there had been nothing of the kind.

Witness was asked if he could explain why the defendant should take such steps when witness looked at his own watch and noted something down. Witness said he could not understand the man's action.

As regards the alleged pulling and tugging of Yeung, Mr. Russ

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No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th August, will be subject to sale.

All claims against the steamer must be presented to the Undersigned on or before the 12th Sept. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th August, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by.

GIBB, LIVINGSTON & CO. LTD.

Agents.

Hongkong, 22nd August, 1928.

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And

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Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

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No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd August, 1928.

suggested that the state of the

path leading up to the police station was such that that must happen. Witness disagreed, and added that he did not, during any part of the journey, fall down.

Inspector Langley gave evidence of what took place in the charge room after the complainant was brought in. He said that the complainant had then said that the defendant had searched him (complainant) thoroughly and that it was during that search that the assault took place.

As regards the Indian, the Inspector found that the Sergeant had no grounds to bring a charge of resisting search against Yeung, and he told the Indian so.

After evidence had been given by the two men who were with the complainant in Cheung Chau on August 1, the hearing was adjourned until Monday morning.

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ST. ALBANS	4,500	4th Sept.	Moji, Kobe, Osaka & Yoko
TAKADA	6,949	8th Sept.	Amoy, S'hai, Moji, Kobe & Osaka
MIRZAPORE	6,715	13th Sept.	Shanghai, Moji & Kobe
MOREA	10,953	14th Sept.	S'hai, Moji, Kobe & Yoko
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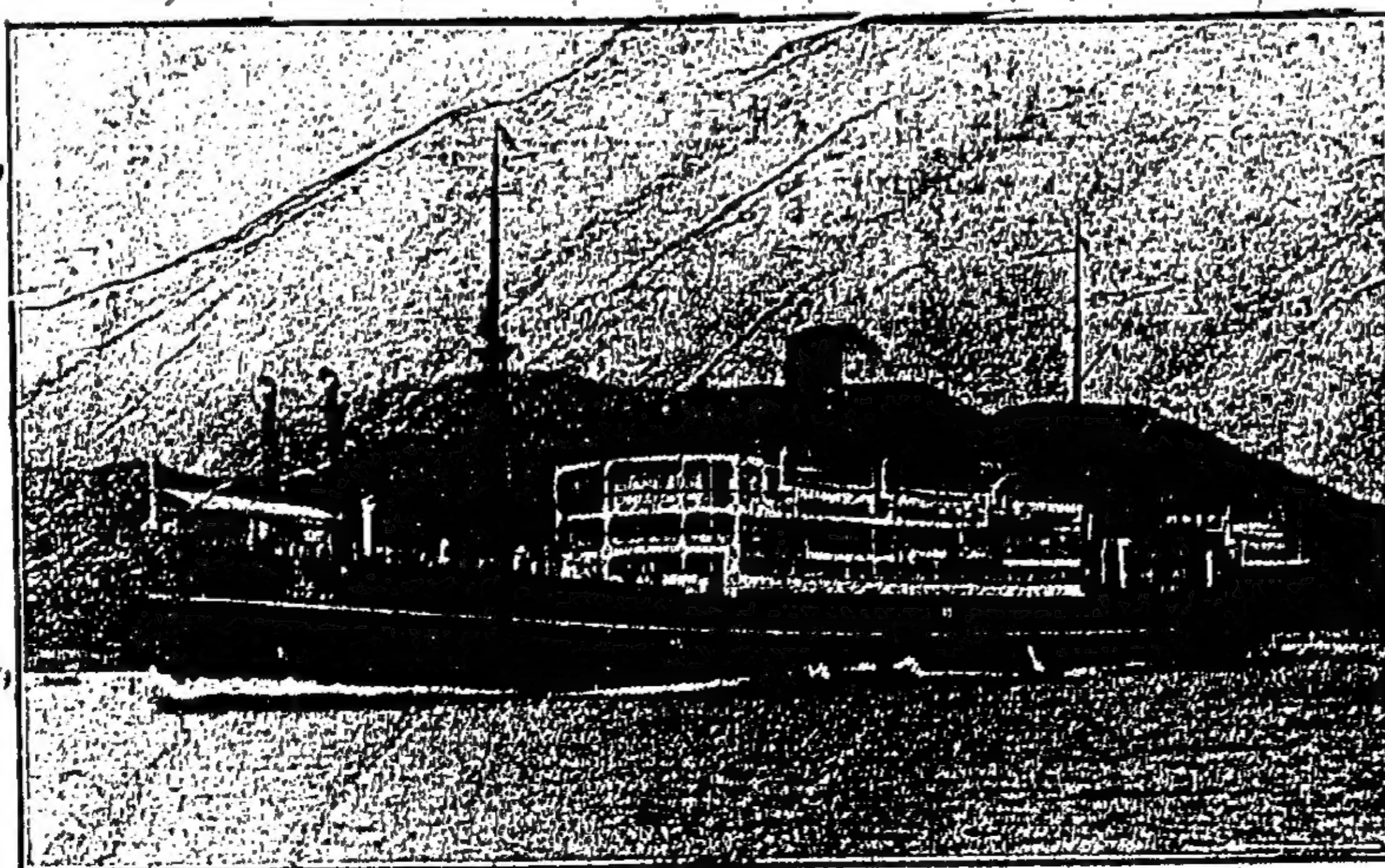
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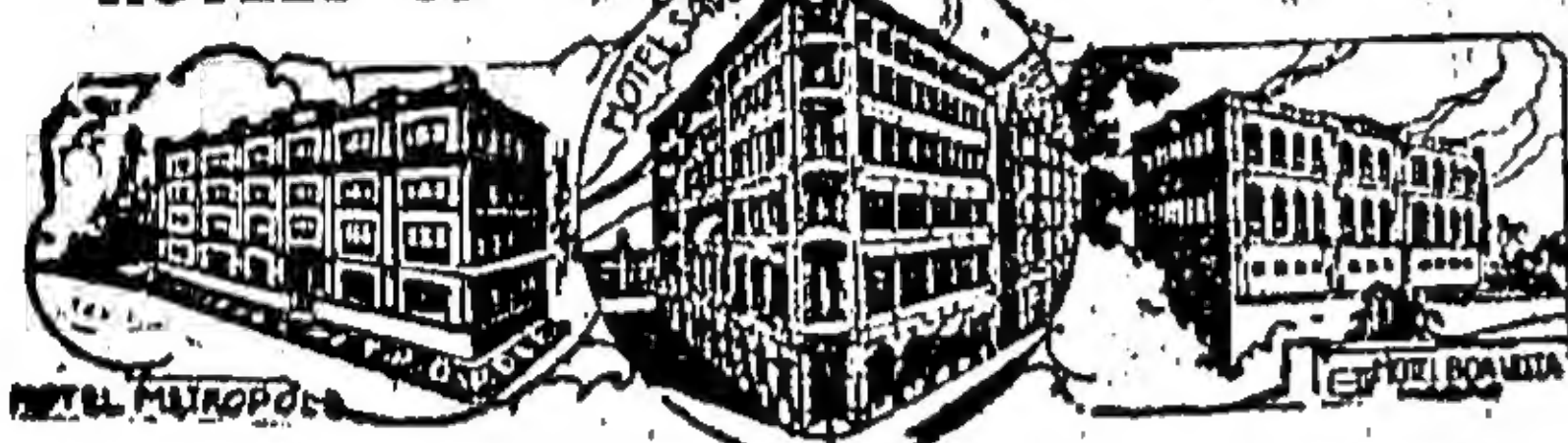
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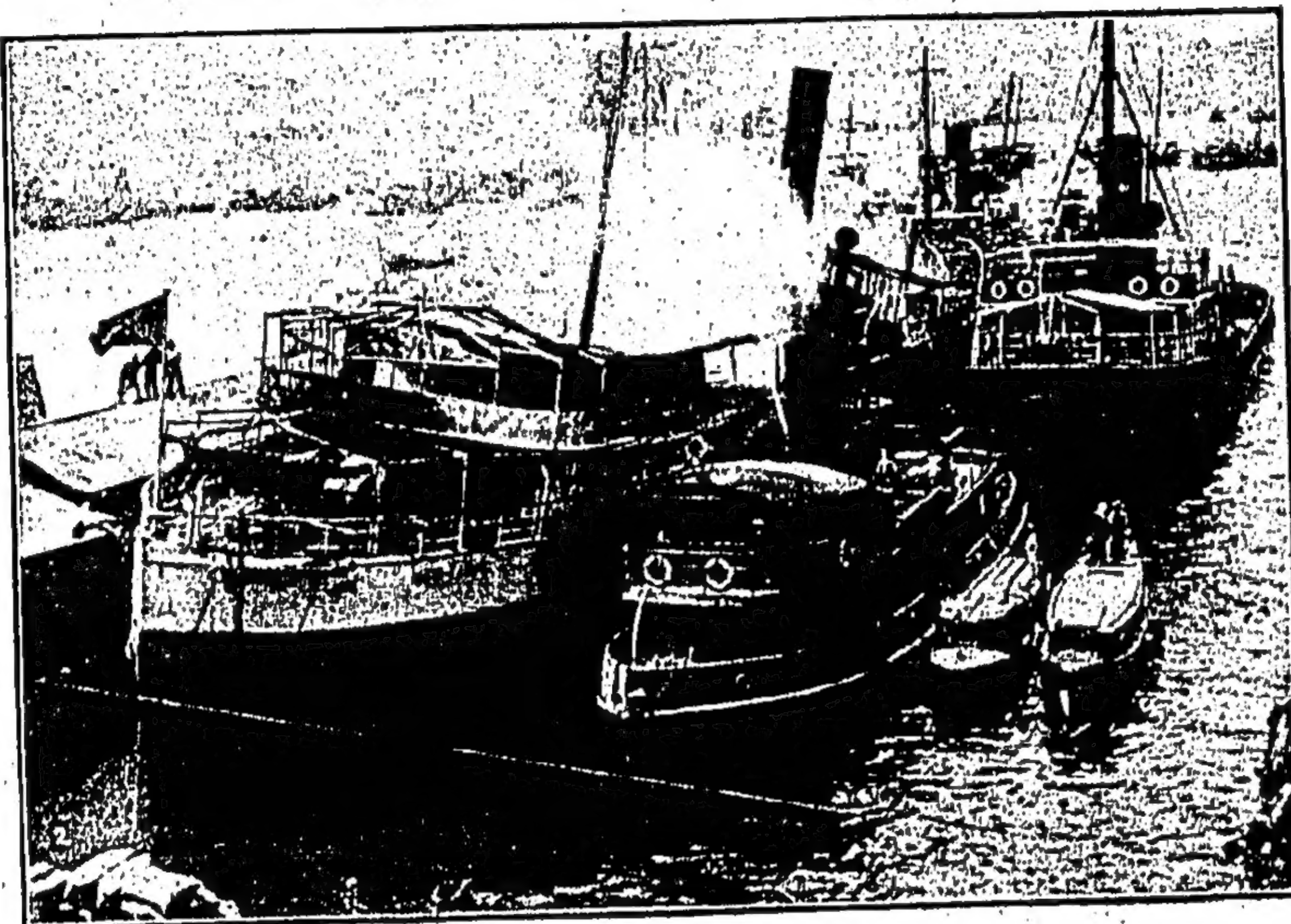
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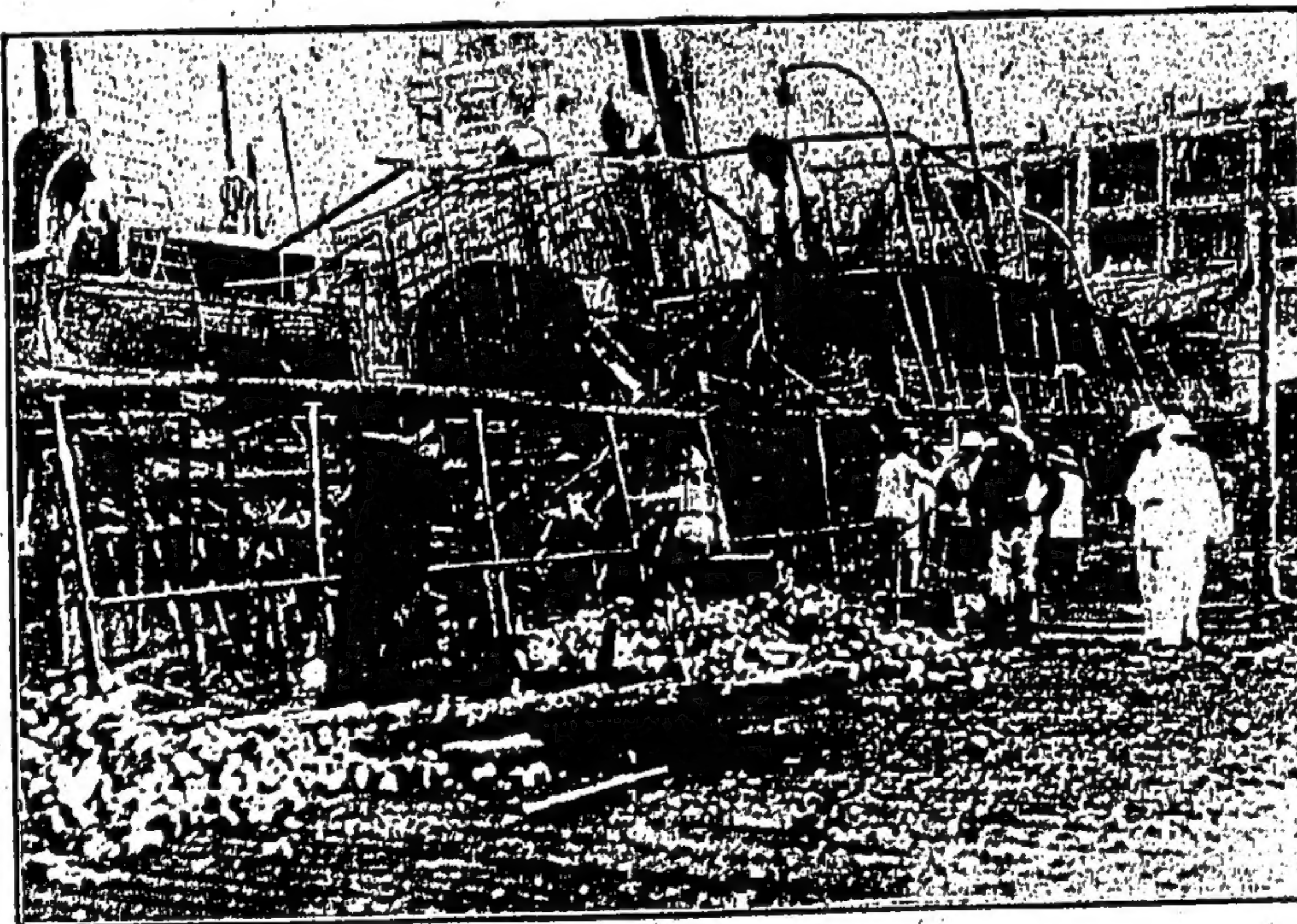
YESTERDAY'S "SUI TAI" DISASTER.



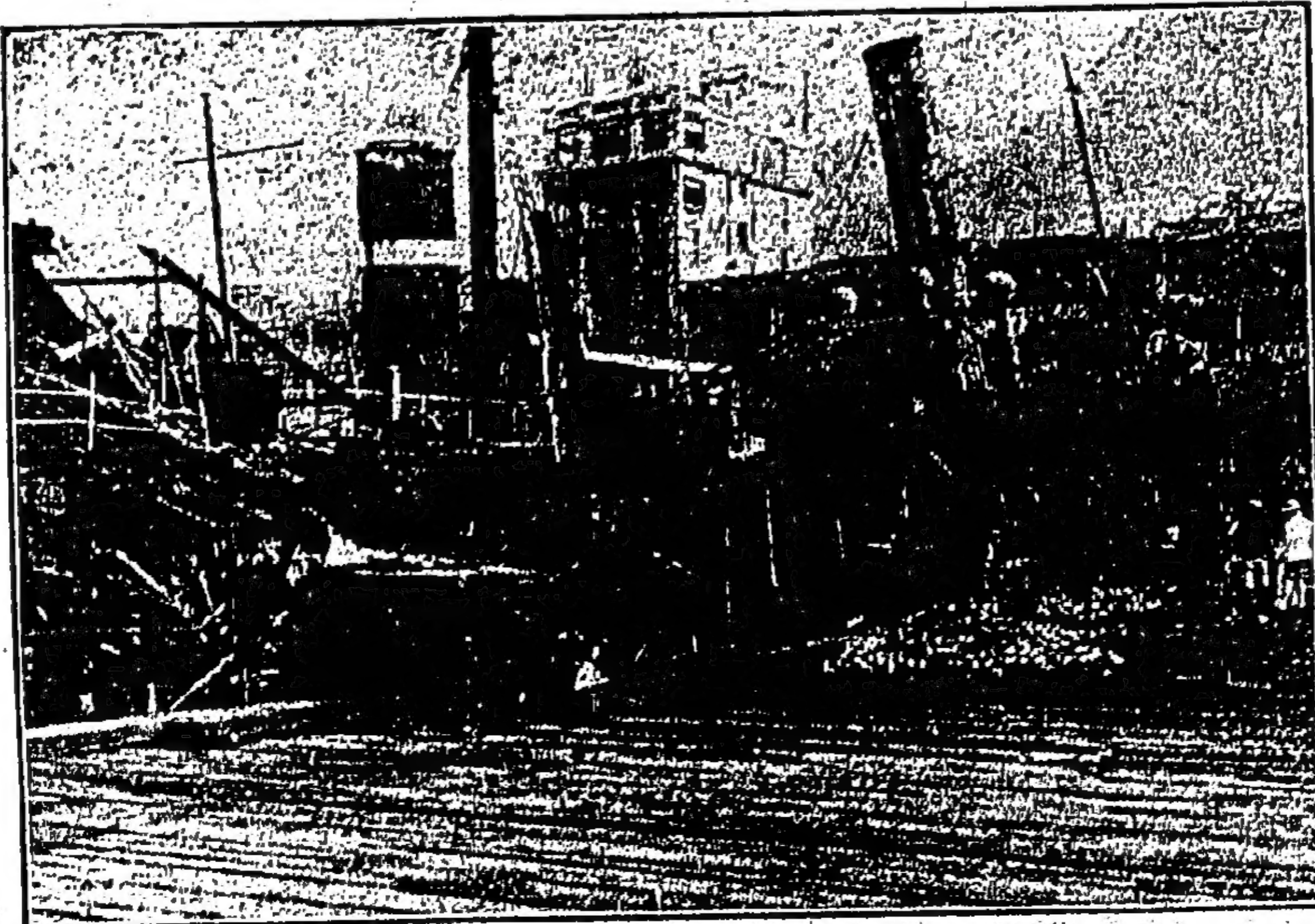
A striking picture showing the fire at its height. (Photo: G. L. Stanchiff).



An hour later. Picture shows fire float and tugs alongside the burning vessel. (Photo: Mee Cheung).



A closer view, after the fire, showing the tremendous damage done to the superstructure. (Photo: Mee Cheung).



Another picture which gives a good idea of the state of the ship before being towed to dock. (Photo: Mee Cheung).

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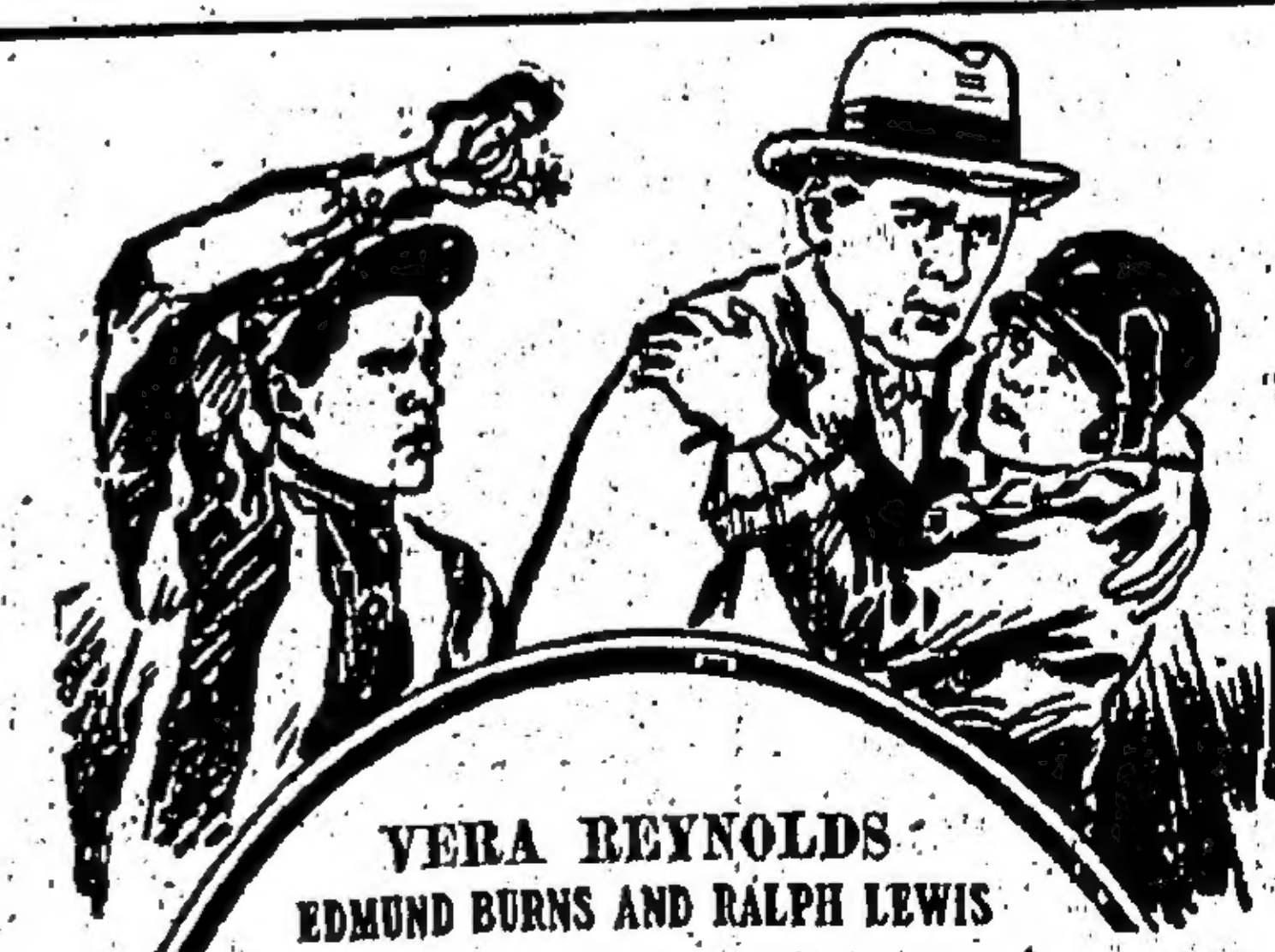
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